

## **Brookville Road Summary of Events**

**February 14, 1996:** Chevy Chase Village (CCV) makes a written request through Montgomery County for matching funding under the Retrofit Sidewalk Program to install sidewalks and improve pedestrian safety along Brookville Road.

**June 27, 1996:** CCV makes a written request direct to the Maryland State Highway Administration (SHA) for SHA to install sidewalks along Brookville Road.

**July 10, 1996:** CCV makes a written request to SHA to transfer control of Brookville Road between Western Avenue and Bradley Lane to CCV.

**August 5, 1996:** SHA denies the June 27, 1996 CCV request because the proposed sidewalks would reduce lane widths to 10 feet. (SHA standards call for 12 foot; Brookville Road lane widths exist at 11 feet in some areas.)

**August 19, 1996:** SHA reevaluates the June 27 request and agrees to issue permits and install sidewalks along the east side of the roadway as an SHA project.

**October 18, 1996:** Sidewalk funding is delayed awaiting additional review of approved FY96 and FY97 SHA sidewalk projects.

**November 10, 1996:** Opposition to installing conventional sidewalks on Brookville Road is voiced in a letter to the Board of Managers signed by Marco Adelfio, Samuel Lawrence and Howard Serwer.

**December 9, 1996:** At a regular board meeting, representatives of SHA and Montgomery County Department of Public Works and Transportation (DPWT) are present to discuss the planned sidewalk installation and address questions raised by a newly-formed resident group calling itself the Committee for Alternative Walkway Solutions (CAWS). The CCV Board of Managers appoints a citizen Task Force called the Brookville Road Task Force. The Task Force is to review the feasibility of installing a pedestrian walkway along Brookville Road and to come up with a design that satisfies SHA criteria for funding and is also acceptable to abutting property owners.

**January 21, 1997:** The Brookville Road Task Force meets to discuss alternative sidewalk options and issues related to moving utility poles.

**February 19, 1997:** The Brookville Road Task Force meets to discuss alternatives to traditional concrete curbs such as 8"x 8" railroad ties in an effort to provide a safe walkway for pedestrians along Brookville Road.

**March 10, 1997:** The Final report from the Brookville Road Task Force is presented to the Board of Managers. The report outlined the SHA requirements for curb, walkway, and roadway dimensions. However, the Task Force stated that they were unable to find a design solution mutually agreeable to SHA and abutting property owners.

**July 30, 1997:** SHA holds a public hearing at CCV to discuss the status of the sidewalk permits and funding.

**November 19, 1997:** SHA writes CCV stating that they will not transfer Brookville Road to CCV control, but SHA will continue to work with CCV on the sidewalk project.

**February 13, 1998:** In separate letters from the Villager Manager and Police Chief, CCV asks SHA to install additional “Stop” signs along Brookville Road at both East Lenox and East Irving Streets.

**March 25, 1998:** SHA and DWPT agree to assist in a traffic study of Brookville Road at East Lenox Street.

**July 9, 1998:** SHA denies CCV’s request to install new “Stop” signs at Brookville Road and East Irving Street.

**November 9, 1999:** CCV writes SHA to request the installation of additional “Stop” and “Stop Ahead” signs at all existing uncontrolled intersections as well as notices painted on the street surface in advance of the existing signs along Brookville Road.

**March 13, 2000:** SHA denies the November 9, 1999 CCV request to install new “Stop” signs along Brookville Road, but SHA promises to repaint faded intersection markings.

**January 22, 2004:** CCV requests that SHA work with CCV to design and execute a comprehensive roadway improvement project for Brookville Road encompassing improved pedestrian safety, storm water management and traffic calming.

**February 10, 2004:** SHA states that the Neighborhood Conservation Program (NCP) is the program which handles projects such as requested by CCV on January 24, 2004. However, funding for the NCP is on hold and it is not accepting new projects.

**April 23, 2004:** CCV learns that NCP funding and charter has been transferred to SHA’s Priority Places Program, CCV resubmits its request for assistance in a comprehensive program to improve pedestrian safety, storm water management and traffic calming.

**May 7, 2004:** SHA informs CCV the project request will be evaluated.

**March 14, 2005:** Retiring board member, Samuel Lawrence, submits parting comments addressing issues surrounding improving pedestrian safety along Brookville Road.

**June 14, 2005:** CCV requests SHA representatives attend a regular meeting of the CCV Board of Managers to discuss-in general terms-pedestrian safety in the corridor.

CHEVY CHASE VILLAGE  
5906 CONNECTICUT AVENUE  
CHEVY CHASE, MD 20815  
Telephone 654-7300

JERRY M. SCHIRO  
*Village Manager*  
DAVID R. PODOLSKY  
*Legal Counsel*

February 14, 1996

BOARD OF MANAGERS  
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*Boardmember*

Mr. John Clark  
Montgomery County Department of Transportation  
101 Monroe Street - 10th Floor  
Rockville, Maryland 20850-2540

Re: Sidewalk Retrofit Program  
Chevy Chase Village

Dear Mr. Clark:

This letter is in response to the meeting held Friday, February 2, 1996 with the Montgomery County Municipalities and Montgomery County Transportation Officials to review the new County program ("Pedestrian/Bike Access Bill 2000").

We feel that Brookville Road in Chevy Chase, Maryland qualifies for funding under this new County program. Although Chevy Chase Village generally maintains Brookville Road, it is classified as a Maryland State Highway Administration Roadway. Under State Highway criteria, Brookville Road is listed as a minor arterial street. The current pavement width is generally twenty (20) to twenty-two (22) feet with limited shoulders, no curb and gutter, or sidewalks. Brookville Road is essentially a rural highway set in an urban environment.

A serious safety problem exists along Brookville Road for Chevy Chase Village pedestrians. There is probably a no more dangerous situation for our residents anywhere else in the Village. This section of Brookville Road is a key thoroughfare for pedestrian traffic traveling to the District along Western Avenue and for pedestrians traveling to Primrose Street Park. In 1994, Program Open Space provided funding for the park on the east side of Brookville Road at Primrose Street. Primrose Street Park was to provide an attractive open space for Village residents to meet and for Village children to play. However, the lack of sidewalks to the park along Brookville Road results in its under use. Village pedestrians perceive a great safety hazard walking and bicycling to the park along Brookville Road. Additionally, pedestrians traveling north of Bradley Lane on Brookville Road cannot safely reach the Martin's Addition commercial district. The east side of Brookville Road's sidewalk abruptly ends at the northern border of

Chevy Chase Village at Bradley Lane. The absence of sidewalks along Brookville Road undermines the feeling of an integrated and cohesive neighborhood and diminishes access to community amenities. Chevy Chase Village residents living along Brookville Road and the neighbors from our adjoining communities are supportive of this project.

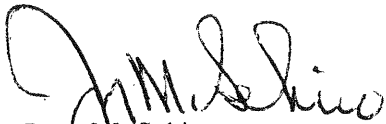
Available information from the State Highway Administration suggests that the current right-of-way on Brookville Road is 30 ft. Given the 30-foot right-of-way, an asphalt lane with a minimum width of 10.5 feet must be reserved. This leaves only 4.5 feet from the edge of the pavement to install a curb, gutter, and a sidewalk. Placing a 6" curb and gutter with a one foot gutter pan and a 3-foot sidewalk between the back of the curb and the right-of-way line is possible, however. Although State Highway may give the Village some leeway in this regard, I realize these improvements do not meet the currently established design criteria guidelines.

We would like to be considered for the matching funds under the "Pedestrian/Bike Access Bill 2000" to install a sidewalk on the east side of Brookville Road from Bradley Lane to Western Avenue. When I considered the feasibility of this project in 1994, I developed cost estimates. Areas of Brookville Road will require retaining walls for curb and sidewalk construction. In several areas, existing fences must be removed, reset, and relocated. Sidewalk construction would also affect the existing landscape and street trees along the frontage of adjacent properties. Any work of this nature would, at a minimum, require accurate surveys and legal agreements between Chevy Chase Village (or the County) and adjacent property owners to accommodate the construction. Projecting the cost and time involved in this type of engineering and legal work has not been completed at this point. However, I projected construction costs at approximately \$80,000.00.

I believe this project meets the guidelines for the Montgomery County Department of Transportation's matching dollar program and with this your consideration for funding.

Should you need any additional information please contact me at 301-654-7300.

Sincerely,

A handwritten signature in black ink, appearing to read "J. M. Schiro". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Jerry M. Schiro  
Manager, Chevy Chase Village

CHEVY CHASE VILLAGE  
5906 CONNECTICUT AVENUE  
CHEVY CHASE, MD 20815  
Telephone 654-7300

JERRY M. SCHIRO  
*Village Manager*  
DAVID R. PODOLSKY  
*Legal Counsel*

June 27, 1996

BOARD OF MANAGERS  
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*Boardmember*

Mr. Charles K. Watkins, District Engineer  
State Highway Administration  
9300 Kenilworth Avenue  
Greenbelt, Maryland 20770

Dear Mr. Watkins:

State Highway 186 (Brookville Road) is within the Incorporated Municipality of Chevy Chase Village from the District of Columbia line north to Bradley Lane. Chevy Chase Village has submitted a proposal for State funding regarding the installation of sidewalks on the east side of Brookville Road. We plan to use money under the State Retrofit Sidewalk Program to partially fund the construction of the sidewalks. The remaining funds for the sidewalks will come from Chevy Chase Village.

We propose to construct the sidewalks from the District of Columbia (at Western Avenue) to meet the existing sidewalk north of Primrose Street. Some time ago, I contacted the State Highway Administration (SHA) to ascertain the Brookville Road right of way. At that time, I was told there are no plats available for Brookville Road. However, for the purpose of highway improvements, the SHA assumes a thirty foot (30') minimum right of way. This right of way is determined by measuring fifteen feet (15') from the center line of the existing pavement.

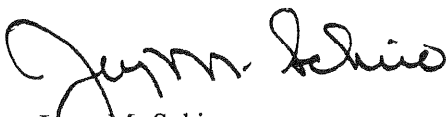
We have used that standard of measurement for the right of way to draft preliminary drawings which identify those areas within the Brookville Road right of way that possess obstacles which would hinder the construction of sidewalks.

Over the years, construction such as fences and stone walls has encroached into the rights of way. The purpose of this letter is to determine to what extent the State Highway Administration will assist Chevy Chase Village in having these obstacles removed from the rights of way.

These sidewalks will eliminate a serious safety problem for pedestrians on Brookville Road and will serve to provide pedestrian access within the community. We feel the project is critical.

I would appreciate any information you might provide concerning the right of way issue.

Sincerely,



Jerry M. Schiro  
Manager, Chevy Chase Village

CHEVY CHASE VILLAGE  
5906 CONNECTICUT AVENUE  
CHEVY CHASE, MD 20815  
Telephone 654-7300

JERRY M. SCHIRO  
*Village Manager*  
DAVID R. PODOLSKY  
*Legal Counsel*

July 10, 1996

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RICHARD S. RODIN  
*Boardmember*

Mr. Charles K. Watkins, District Engineer  
State Highway Administration  
9300 Kenilworth Avenue  
Greenbelt, Maryland 20770

Re: Brookville Road - MD 186

Dear Mr. Watkins:

I have been corresponding to the State Highway Administration (SHA) about Brookville Road (Maryland 186) on several issues recently. In the past I have pointed out stormwater problems along Brookville Road. Most recently I informed you of the Village's plan to install sidewalks along the eastern side of Brookville Road under the retrofit program administered through Montgomery County. In my letter dated June 27, 1996, I asked what assistance, if any, you could provide in making the thirty (30) foot right of way available for the construction of these sidewalks. We would appreciate this information.

I now have a more general question. I would like to know how the State Highway Administration would view a request to dedicate Brookville Road (from Western Avenue to Bradley Lane) into Chevy Chase Village's municipal street system. This section of MD 186 is within the municipal corporate limits of Chevy Chase Village.

Our motive in accepting the roadway would be to gain control of the street as far as signing, sidewalks, and other safety improvements are concerned. As an incorporated municipality, Chevy Chase Village maintains its streets independent of Montgomery County. We currently provide snow removal and regular roadway maintenance within our community.

The traffic on Brookville Road continues to increase. Many commuters use the route from Western Avenue to East West Highway as an alternative to Connecticut Avenue. The builders did not design this road in a fashion to accommodate this volume of traffic and SHA has not improved the road over the years. As a result, traffic passes through a very narrow roadway with limited sight distance. Your agency has installed stop signs at several intersections. However, SHA representatives have told us your goal is to move traffic not slow it down.

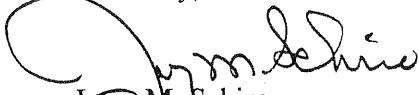
This is understandable; however, our goal for the portion of the roadway that passes through our community is different. The physical characteristics of the road make it more suitable as a Village street than a commuter thoroughfare. The increased traffic has made the road a tremendous safety hazard. There are much better commuter alternatives available. Recent improvements to Connecticut Avenue (including the construction of a new beltway ramp) and proposed improvements on East West Highway should reduce the need for Brookville Road to be used as a commuter route.

If the road were dedicated as a Village street we would accept the maintenance responsibilities just as we do our other streets. We would also take measures to discourage "commuter cut thru" traffic and make every attempt to slow the traffic. Chevy Chase Village has an independent Police Department to accomplish these enforcement activities.

This idea may not be feasible for many reasons. Still, I would like your feelings on the possibility. We would like to proceed with the installation of sidewalks along the eastern side of the road, and would appreciate the aforementioned right of way information. I would also like information on the necessary permits and the review process to install the sidewalks.

I appreciate your time and consideration on these matters.

Sincerely,

A handwritten signature in dark ink, appearing to read "Jerry M. Schiro". The signature is fluid and cursive, with a large loop at the beginning.

Jerry M. Schiro  
Manager, Chevy Chase Village

cc: Graham Norton, Montgomery Co. Department of Transportation and Public Works  
Gail Tate Nauri, Montgomery Co. Department of Transportation and Public Works



**Maryland Department of Transportation**  
**State Highway Administration**

David L. Winstead  
Secretary

Parker F. Williams  
Administrator

August 5, 1996

Mr. Jerry Schiro  
Chevy Chase Village  
5906 Connecticut Avenue  
Chevy Chase, Maryland 20815

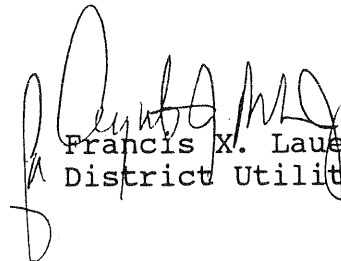
RE: Montgomery County  
MD 186 Brookeville Road  
Proposed Sidewalk

Dear Mr. Schiro:

As per your request for the above referenced project the State Highway Administration (SHA) must deny your request for the construction of the sidewalk. The proposed plans for this project show the lanes being reduced to a 10' width as per our District Traffic Engineer this 10' width is unacceptable.

If you should have any questions in this matter please contact me at (301) 513-7350 or Randy Evans at (301) 513-7355.

Sincerely,

  
Francis X. Lauer  
District Utility Engineer

FXL:FRE:lmn

My telephone number is \_\_\_\_\_

*Revised*

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202





*Maryland Department of Transportation*  
*State Highway Administration*

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

August 19, 1996

Mr. Jerry Schiro, Manager  
Chevy Chase Village  
5906 Connecticut Avenue  
Chevy Chase, Maryland 20815

RE: Montgomery County  
MD 186 Brookeville Road  
Proposed Sidewalk

Dear Mr. Schiro:

Thank you for your letter dated August 7, 1996 regarding the problems on MD 186 and its lack of sidewalks.

I am pleased to inform you that after a re-evaluation of your plans with Mr. Randall Scott, Traffic Engineer, my office will indeed issue to the Town of Chevy Chase a permit to construct both curb and gutter and sidewalk along Brookeville Road.

As discussed in our telephone conversation on Thursday, August 15, 1996, please forward two additional copies of your plans to me at your convenience.

As soon as I am in receipt of these plans, I will make your permit a high priority with a 24 hour turn around period.

If you have any questions, please contact myself at (301) 513-7350.

Sincerely,

Francis X. Lauer  
District Utility Engineer

FXL:lmn

cc: Charlie K. Watkins  
Augustine J. Rebish, Jr.  
Randall Scott  
Randy Evans  
Randy Baechtel

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
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DEPARTMENT OF PUBLIC WORKS  
AND TRANSPORTATION

Douglas M. Duncan  
*County Executive*

Graham J. Norton  
*Director*

October 18, 1996

Mr. Jerry Schiro, Manager  
Town of Chevy Chase Village  
5906 Connecticut Avenue  
Chevy Chase, Maryland 20815

Dear Jerry:

Per our phone conversation, I spoke with Mr. Kevin Nowak, State Highway Administration, regarding their approval of the FY96 list of sidewalk projects. I also mentioned the construction of a sidewalk on MD186, which is on our FY97 list, and the State has issued a construction permit. Mr. Nowak revealed that the State is waiting for additional information on each project and that they will not provide any retro-active payments for construction of sidewalks. I have not submitted your project, or any of the FY97 list because I was holding them until I received approval for the FY96 list. We also have a project going into construction from the FY97 list. Previous discussions with the State, indicated this would not be a problem. We will now submit this FY97 list as soon as possible. Mr. Nowak informed me that the State will look into developing an accounting and billing process for this program.

Mr. Nowak asked if we utilize a standard cost per foot for sidewalk construction. I informed him that it varies according to the complexity of the project. I asked him what the State process is after receiving the additional information needed on each project. He indicated to me that he would look into this further, however, he is currently too busy to have a meeting at this time regarding this subject.

I appreciate your patience with this situation, and we will try to resolve any problems as soon as possible. If you have any questions regarding this subject, please contact my office at 217-2145.

Sincerely,

Gail Tait-Nouri  
Senior Planning Specialist

GTN:jdm

cc: John J. Clark, Director, Office of Project Development, DPWT

opd/gtn/sw/schiro.ltr

Nov. 10, 1996

To: Board of Managers, Chevy Chase Village

Subject: Brookville Rd. sidewalk

We are writing pursuant to authority granted us by twelve of the thirteen owners of residences which abut the east side of the Brookville Rd. section for which a sidewalk has been proposed. We wish to inform the Board that these twelve residents firmly oppose construction of a sidewalk to state standards (as communicated to Mr. Schiro) at this location. It is our mutual shared opinion that such a sidewalk will:

- entail excessive and unnecessary expense and destruction of property
- degrade the environmental and aesthetic qualities of this historic roadway
- create potential liabilities and obligations (for example, for snow removal) that we will be unable to fulfill
- yield uncertain results in reference to pedestrian safety
- invite an increase in traffic - cars, trucks, bicyclists - in an already congested situation.

We accordingly think it essential that the Village secure from the state whatever permissions may be necessary for it to set the standards, control the design and supervise any construction undertaken to increase pedestrian safety along this narrow, highly developed, heavily travelled roadway and strongly support the efforts made by Mr. Schiro's efforts toward this goal. We believe it more important that the Village not be encumbered by state standards than that it receive state financial support. We further believe that a Village designed and constructed pedestrian-way may result in less cost to the Village than would result were it to share with the state the cost of constructing a sidewalk to the standards set by the state. We are informed that the sidewalk's maintenance will in any event be a Village responsibility and therefore do not detect a state interest which would require imposition of state standards - even if the road remains under state control.

Brookville Rd. is a narrow street bordered by numerous telephone poles, traffic signs, WSSC meter boxes and hydrant, storm water drains, trees, shrubs, walls and fences. Survey markers have been located indicating that private property extends to within 8' of the centerline of the road near the corner of Melrose St. In other areas survey markers have not been recovered. However, deeds and survey reports suggest that along

the road's entire length private property would need to be disturbed to accommodate the installation of a sidewalk whose outer edge is 15' from the road's centerline. This will cause financial burden on property owners who, to accommodate construction they do not want, may be required to move fences and walls and to relocate or replace mature ornamental plantings. Though surveys may show in some cases that such fences and plantings have been placed within the road right-of-way, we urge compensation for all who are affected.

In summary, a workable program for design and construction of any pedestrian facilities in these circumstances will clearly affect many interests and require the positive cooperation of all concerned. Though we oppose a sidewalk constructed to state standards, we are prepared to work with other interested Village residents and the Village authorities to frame an alternative solutions which will accommodate our concerns.

We are aware that the Board's Oct. 14, 1996 resolution, while deferring action to install sidewalks where residents objected, directed Mr. Schiro to proceed with sidewalk construction in those other areas where the Village owned the necessary property or had obtained a Right of Entry. It would appear that introducing a state standard sidewalk in the block between Western Ave. and Irving St. might require removal of two mature trees and might cause more school children and others to choose to walk down Brookville Rd., which would for the most part remain without pedestrian facilities. Also having a state-standard sidewalk on intermittent parcels along the road will yield a visually confusing, unattractive result. Accordingly, we urge that the Board not permit piecemeal activity and defer all construction until an action plan has been agreed in reference to the entire length of the road from Quincy St. to Western Ave.

Thank you for your consideration of these comments. Documentation as to the support of the twelve property owners whom we represent for this letter is available upon request.

Sincerely

*W.E. Hufsch*

*Sam Lawrence*

*Harry S. Sauer*

cc: Secretary of Transportation David Winstead  
State Highway Department District Engineer Charles Watkins  
Mr. Graham Norton, Montgomery County Department of  
Transportation and Public Works

# **Chevy Chase Village Board of Managers**

**December 9, 1996**

## **Meeting Minutes**

### **BOARD OF MANAGERS**

Margot W. Anderson, Chair	Present
The Honorable Orm W. Ketcham, Vice-Chair	Present
George L. Kinter, Secretary	Present
John D. Talbott, Treasurer	Present
South Trimble, III, Assistant Treasurer	Present
Martha C. Jones	Present
Richard S. Rodin	Present

### **STAFF**

David R. Podolsky, Legal Counsel	Present
Jerry M. Schiro, Village Manager	Present
George W. Winkel, Police Chief	Present
Geoffrey B. Biddle, Office Manager	Present
M. Kate Sinclair, Administrative Assistant	Present
Susan S. Bossard, Administrative Assistant	Present

Mrs. Anderson called the meeting to order with approximately 35 residents in attendance. She introduced the newest member of the Chevy Chase Village police force, Sergeant Roy Gordon. Sergeant Gordon joins the Village after retiring from Montgomery County Police Department with 24 years of experience. He currently resides in the Town of Chevy Chase. Mrs. Anderson applauded Geoffrey Biddle's efforts in organizing last Saturday's children's musical which featured a narrative of Peter and the Wolf set to an ensemble of woodwind instruments. This year's Christmas party is scheduled for Wednesday, December 18 at 6 p.m. at the Village Hall. Village residents of all ages are welcome to attend.

### **Approval of Previous Minutes**

The following corrections were made to the November 11, 1996 minutes:

Page 9 Line 14:	Change the last word "succeeding" to "little chance of <b>being overturned.</b> "
Page 8 Line 20:	Insert the following at the end of line 20: "The Board appointed this committee to meet with the State Highway Administration and discuss the sidewalks along Brookville Road prior to the January Board meeting."

**Mr. Trimble made a motion to approve the minutes as amended. Mrs. Jones seconded the motion with a unanimous vote in favor.**

### **Treasurer's Report**

Mr. Talbott reviewed the current financial status of the Village. He noted that all major checks from the State and County have been received. To date, the Village has enough surplus funds for the fiscal year.

### **Discussion on Brookville Road Sidewalks**

#### **Charles Watkins, State Highway Administration, and Holger Serrano, Montgomery County Department of Transportation and Public Works**

The Board appointed the following residents along Brookville Road to serve on the Sidewalk Task Force: Howard Serwer, 101 Primrose Street and Samuel Lawrence, 100 East Lenox Street; Marco Adelfio is their attorney, who may serve as an alternate for them on occasions. As well as: Byrne O'Brien, 11 East Lenox Street; Katherine Warren, 6301 Broad Branch Road; and Darwin Curtis of 13 East Melrose Street, who is a neutral appointee. Ms. Martha Jones will serve as the Board liaison. The Task Force will meet with representatives from the State Highway Administration (SHA) and Montgomery County to discuss the Brookville Road sidewalks and submit a progress report to the Board at the meeting in January. There was some discussion regarding the language of the charge; however, the Board decided that the charge will be provided to the Task Force prior to its first meeting.

Mr. Schiro addressed the Board and those in attendance regarding the Brookville Road sidewalks. On Thursday, December 5, 1996 he met with representatives from the State Highway Administration and the County to review key issues relating to the sidewalks. He then proceeded to introduce Mr. Charles Watkins, SHA and Mr. Holger Serrano, Montgomery County, (Mr. Merryman was unable to attend the meeting) to address the State's retro-fit program. Mr. Watkins explained the criteria and process of obtaining funds under the State's sidewalk program. He gave a brief explanation of the purpose of this program and detailed the requirements for local governments who decide to undertake this project, such as obtaining necessary permits, controlling the rights-of-way, relocating utility poles, and hiring a contractor. Once the project is complete, all inspections and maintenance will be the responsibility of the local government. The retro-fit sidewalk program will reimburse fifty percent (50%) of the actual cost of construction of the approved sidewalk (including the cost for relocating utility poles). The Town Manager for Martin's Additions, Mr. John Kay, was present to add his support for the construction of sidewalks on the east side of Brookville Road. Montgomery County's FY 96/97 share of State funds for the retro-fit program is \$272,855.00 which will be shared by each local government that participates in the project. The State and County requirements on widths of sidewalks are five feet and four feet respectively, not including curb and gutters. However, Mr. Watkins added that SHA will be open to all types of sidewalk design and will be flexible when enforcing the Federal, State and County standards. He suggested that a 3 ½ to 4 foot wide sidewalk placed a couple feet from the edge of the roadway would be acceptable.

Mr. Frederick Knickerbocker, 25 Quincy Street, spoke in favor of the sidewalks and cited several traffic problems on Brookville Road that should also be addressed. Mr. Marco Adelfio read his

prepared statement on behalf of the twelve residents affected by the sidewalks who refer to themselves as the Committee for Alternative Walkways Solutions (CAWS). He began by stating the purpose of his committee and noting the unsuitability of Brookville Road to accommodate a state standard sidewalk. He offered several safety, environmental and economic concerns to support that claim. His group is disappointed with the Village's proposed location for sidewalks. However, they have offered to work with the Board and newly appointed Brookville Road Sidewalk Task Force to investigate an agreeable solution to this issue. Katherine Warren sympathized with the affected residents along Brookville Road and hoped that this debate would not halt the process. SHA has received the Village's request to control Brookville Road; however, they are awaiting responses from neighboring communities before deciding on that request. Mr. Howard Serwer submitted traffic data on Brookville Road from 1991 through 1995. Judge Ketcham asked whether it would be possible to convert Brookville Road (from Western Avenue to Oxford Street) into a one-way street. Mr. Watkins promised to review all requests concerning traffic improvements on Brookville Road. Mr. Lawrence distributed an itemized list of concerns developed by CAWS to the Board and Mr. Watkins for consideration. Mr. Serrano added that the three main priorities that local governments need to address prior to submitting their proposal are: 1) the community's interest in constructing sidewalks, 2) funds to support the construction project, and 3) cooperation from all affected property owners.

### **Chevy Chase Club/Indoor Tennis Facility**

Mr. Philip Israel, Chevy Chase Club President, addressed members of the Board regarding the Club's interest in constructing an indoor tennis facility and renovating the service building located in the rear of the Club. He noted that he has held two additional meetings with abutting residents to discuss the plans. Mr. Calvert Bowie, A. I. A., reviewed the landscape and construction plans for the new indoor facility (28,000 sq. ft.) and surrounding area emphasizing the buffer zones that will be enhanced or created to minimize the noise and disturbance to abutting residents. There was some discussion regarding whether the Club could extend the existing sidewalk that leads to Connecticut Avenue. It was later noted that the unpaved path was not on Club property.

### **Committee Report**

#### **Friendship Heights Sector Plan**

Mrs. Jones reviewed the status of the Planning Board work sessions. The next work session is scheduled for December 19 at 7:30 p.m. at the Planning Board. Ms. Andi Reed, quoting architect John Westbrook, stated that "...the re-zoning will destroy all protection to the Chevy Chase Village community."

### **Appeal**

#### **A-3215 - Tree Removal**

##### **7 Hesketh Street, Ms. Sydney Bath**

The applicants are requesting that they be permitted to remove two of the existing eight White Pine trees that border their rear yard. Both Mr. Ralph Stephens and Mr. Samuel Lawrence, members of the Tree Committee, stated their concerns for the tree removals. Mr. Robert Elliott, Chair of the Tree Committee, approved of the plans submitted by the applicants. There was some

**Meeting of the Brookville Road Task Force**  
**Meeting Date: January 21, 1997**  
*Draft Minutes*

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Members Present:

Mr. Darwin Curtis 13 East Melrose Street	652-3663	Ms. Katherine Warren 6301 Broad Branch Road	656-6885
Mr. Howard Serwer 101 Primrose Street	652-2279	Mr. Byrne O'Brien 11 East Lenox Street	907-3222
Mr. Samuel Lawrence 100 East Lenox Street	652-2356	Board Liaison George Kinter 121 Hesketh Street	656-3642

Staff:

Mr. Kevin Nowak State Highway Administration 9300 Kenilworth Avenue Greenbelt, Maryland 20770	301-513-7311	Susan Bossard Jerry Schiro Chevy Chase Village 654-7300 <b>e-mail Jerry Schiro: <a href="mailto:jms@erols.com">jms@erols.com</a></b>
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The task force unanimously approved the minutes of the January 6, 1997 meeting with the changes that they had provided to Ms. Bossard.

The citizen's Task Force to consider a pedestrian walkway on Brookville Road held their second meeting on January 21, 1997 at 7:30 p.m. at the Chevy Chase Village Hall (Lambert Assembly Room).

o Curb Alternatives

Members began with a series of questions to Kevin Nowak. The task force discussed the varying degrees of protection offered by curbing. At the first meeting, Mr. Nowak had stated that a typical eight (8") inch curb would deflect a motor vehicle traveling at speeds up to forty (40 m.p.h.) miles per hour. Mr. Nowak asserted that although not commonly used, he would provide the task force the with traffic data concerning a six (6) inch and a four (4) inch curb.

The task force and Mr. Nowak discussed options other than a typical concrete curb such as various types of guard rails and traffic barriers. Alternatives mentioned included:

- Metallic guard rail or traffic barrier systems (SHA crash tested)
- Brick retaining walls with reinforced concrete centers ( recently installed by SHA at Four



Corners - Silver Spring area)

- Eight inch by eight inch (8"x 8") wood barriers used by the Park Service in some areas.
- Curb stops with pins driven in the ground as anchors

Such structures would not be necessary along the entire roadway. In areas such as the corner of Newlands Street and Melrose Street, however, they might be advantageous in that the elevation of the railing would afford additional pedestrian safety.

With safety being the primary concern of the task force, Mr. Nowak offered to provide "crash tested" materials to the members and would review current standards to decide which types of guard rail alternatives the SHA might allow.

There are concerns that the installation of a standard curb might damage feeder roots from significant trees along Brookville Road. However, it was suggested that a curb may protect existing trees from harmful roadway abrasives.

#### o Utility Poles

Mr. Nowak stated that telephone pole relocation would be a critical factor in determining the cost of the project. The task force agreed that the Village should absorb any re-connection fees that would be assessed to abutting residents (estimated at \$500.00) in the cost of the project. Mr. Nowak and Mr. Schiro agreed to obtain additional information from PEPCO concerning relocation design and scheduling.

#### o Traffic Signs/Utility Relocations

Mr. Nowak discussed traffic sign relocation. He saw no obvious problem with either moving or eliminating the existing signs. However, sign relocation must remain on public property and the signs must be unobstructed from motorist view.

Locating underground utilities will be necessary. Mr. Nowak stated that typically, test holes are used to find underground utilities. He stated that he did not anticipate any conflicts with underground utilities due to the limited depth of the excavation.

Surface manhole covers, meter boxes, and valves will need to be adjusted. This is a typical requirement for such a project.

Along with utilities, the group discussed stormwater. Mr. Nowak discussed an alternative solution to underground piping. He described perforated drain lines and accompanying small rip rap to absorb and disburse the stormwater along the shoulder of the roadway.

- o Feeder Tree Roots

Mr. Lawrence explained that excavations are a concern in that it may threaten feeder tree routes. Mr. Lawrence stated in a letter to Mr. Curtis dated January 20, 1997 that feeder tree routes are found within fifteen (15") inches of the surface. Mr. Lawrence suggested that the Village could conduct sample drilling (in-house) to determine the depth of feeder roots along the proposed construction site.

- o Roadway readjustment

The task force discussed the possibility of realigning the roadway at specific areas along the project. Mr. Nowak gave some preliminary cost estimates in unit quantities for asphalt at fifteen (\$15.00) dollars per square yard and cement at fifty (\$50.00) dollars per square yard.

In the aforementioned (January 20, 1997) letter, Mr. Lawrence and Mr. Marsh provided additional measurements for the group's review. They concluded that at specific points, relocating the Brookville Road center line a foot or two to the west could relieve problems of a sidewalk on the east side of the road.

The task force discussed that the area between Newlands and Melrose might be a candidate for such consideration.

- o Budget

Mr. Nowak made a general statement that the Village could reduce the budget with the construction of a thirty six-inch walkway. He stated that a reasonable budget should be no more than eighty thousand (\$80K) dollars. Using state funds from the retro-fit program, SHA will contribute approximately fifty percent (50%) of the total project cost. In speaking with Ms. Arunna Miller, Montgomery County Department of Transportation, Mr. Schiro reported that the County will not provide any additional matching funds above the SHA's contribution. Mr. Nowak will meet with the County next week, and confirm the County's position in this regard.

- o Role of the Task Force

There was some discussion about the extent the task force should become involved in negotiations with the residents. The members also discussed how much input they should have in budgetary matters. Some members of the task force felt that the Board charged the group with providing a design plan which also includes details on budget. Some members felt these recommendations should include "traffic calming" recommendations including police enforcement, stop signs, speed bumps and possibly dedication of the roadway to the Village.

Task force members Lawrence and Serwer provided a copy of a letter they had received from Brookville Road residents William and Sharon Clinton. Therein, the Clintons expressed their frustrations with the current traffic situation on Brookville Road and recent vandalism which have

occurred. They withdrew their previous support for a walkway until the Village undertakes measures to “reduce automobile traffic and protect our property from vandalism.”

The letter was forwarded to the Village Manager. The task force suggested that they might afford the Clintons the opportunity to make some recommendations concerning the methodology to address these concerns.

#### o CAWS Concerns

Darwin Curtis reviewed a list of concerns proposed by CAWS (dated January 15, 1997) that were discussed in the following format:

##### Cost of the project

The group decided that once the necessary materials and appropriate design are determined, the Village Manager would provide a cost estimate. The task force asked that a “running tally” be maintained to include all items (i.e., utility relocations or adjustments, engineering costs, etc.).

##### Cost to abutters

The cost to abutters (if any) should be considered. The task force should ask that the Board take a position on reimbursing or funding the necessary relocation of fences, or other obstacles in conflict with the proposed walkway.

##### Environmental Damage

The potential damage to trees is of the utmost concern. The task force and Mr. Nowak have discussed measures which the Village can take to ensure the protection of trees. Further investigation is needed to determine the potential damage to feeder roots from adjacent trees.

##### Maintenance responsibilities

One of the conditions of the state program is that the participating local government assumes all maintenance responsibilities after construction. The abutting property owners request that they be exempt from current Village ordinances which require residents to remove snow from adjacent sidewalks. It was noted that in many areas along Brookville Road there would be no place to deposit the snow except onto the roadway.

##### Aesthetics

It is generally agreed that there is an individual sense for what will “look appropriate.” However, the task force realizes that they must reach a consensus concerning the types of materials and design.

Suggestions such as establishing more green space, constructing pedestrian rails, should be

considered in the overall aesthetic quality of the project. Each block may have unique characteristics which merit independent consideration.

#### Non convenience to abutters

This concern arose from language contained in the right of entry agreement provided by the Manager's office. The abutters do not necessarily assume the construction of a sidewalk is a convenience, nor would the construction of the sidewalk necessarily increase property values.

#### Safety

The members agree that the safety of pedestrians of all ages is a paramount concern.

#### Property Damage and "State Standard" overkill

It was agreed that something less than a "state standard" concrete sidewalk should be installed because of potential property damage and high cost estimate.

#### Piecemeal Construction

While not the most desirable situation, it was agreed that the option to skip blocks or individual residential fronts should be left on the table. Mr. Nowak had previously stated that this was an option.

#### Undetermined support

Task force members discussed the idea of a citizen survey. It was decided that a survey at this point may be premature since the task force lacks certain key information. The public hearings held by the Board of Managers were discussed and it was suggested that some inference could be drawn that support for the sidewalks (the degree of which unknown on a Village basis) exists. However, the Board of Managers felt enough support exists to proceed with the project and so voted to do so, as a result the task force was appointed.

There is also divided opinion about who should participate in the survey (Village wide versus east of Connecticut Avenue).

The issue of a future survey is still on the table.

#### Questionable assumption that sidewalks increase safety

#### Possibility that a false sense of security is established with a sidewalk.

The theory that sidewalks might decrease pedestrian safety has been debated. The best information available from Mr. Nowak, and Ms. Miller at the first meeting suggests that generally, pedestrian safety is increased where sidewalks or walkways exist, compared to those areas where there are no

such pedestrian improvements.

#### Slight Pedestrian Use

The task force recognizes that pedestrian use is difficult to assess. The better question might be would the sidewalk be used if it were constructed.

#### Consequences of enlarging the appearance of the road

No evidence is available that the construction of a sidewalk or a combination of curb and sidewalk would increase speeding and other reckless driving activities.

#### Legal action against the abutters

The abutters should be assured that the Village will not enforce existing ordinances along Brookville Road pertaining to snow removal or other sidewalk maintenance related ordinances.

#### County historical authority veto

Mr. Schiro reported that the County Historic Preservation Commission would not review the project. However, if Federal funding is involved, the Maryland State Historical Trust may be required to review the project. Several inquiries have been made at the State level.

#### Increased pedestrian use

Mr. Serwer noted that children playing on the sidewalk, skateboarding, roller blading and other such activities should be considered in addition to the traffic problems.

#### Liability Concerns

Liability concerns were described as those affecting the plantings and mature trees along the road. The task force agrees design and construction standards should take into consideration the risk to plantings and trees.

#### - o CAWS suggestions

The aforementioned document also included suggestions from CAWS. It was generally agreed that largely the suggestions offered by CAWS are currently being considered by the task force. Issues relating to materials, design, speed control, traffic reduction, and other suggestions offered by the group are the focus of the task force.

#### - o Plan for executing the charges from the Village Board

Mr. Curtis submitted a plan for executing their charge. Aside from delaying of the survey, the

following actions were discussed:

- ▶ Mr. Lawrence and Jerry Schiro will review acceptable construction materials. Mr. Lawrence will ascertain property owner's preferences for material (if any) at a CAWS meeting to be held January 24, 1997.
- ▶ Friday, January 24, 1997 - Darwin Curtis, Howard Serwer, and Jerry Schiro will reassess the measurements and physical constraints of Brookville Road taking into consideration the allowable eleven (11') foot north bound travel lane, which Mr. Nowak now states is acceptable. This information will be used to present plans and descriptions of the project to individual property owners.
- ▶ The task force will forward findings to Mr. Nowak for his endorsement. Some members thought that the abutting residents should review the proposal prior to sending it to Mr. Nowak.

Mr. Sam Lawrence presented a list of suggested procedures for the task force. The task force briefly reviewed the suggested procedures which will be discussed in detail at the next meeting, Monday, February 3, 1997.

**Brookville Road Sidewalk Task Force**  
**Meeting Date: February 19, 1997**

Members:

Mr. Darwin Curtis 13 East Melrose Street	652-3663	Ms. Katherine Warren 6301 Broad Branch Road	656-6885
Mr. Howard Serwer 101 Primrose Street	652-2279	Mr. Byrne O'Brien 11 East Lenox Street	907-3222
Mr. Samuel Lawrence 100 East Lenox Street	652-2356	Board Liaison Martha Jones 6214 Western Avenue	986-9022

Staff:

Susan S. Bossard

Jerry M. Schiro  
Chevy Chase Village 654-7300  
**e-mail Jerry Schiro: *jms@erols.com***

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The task force met with four members and Board Liaison Mrs. Jones present. Mr. Curtis will not be present for the remainder of the task force meetings as he is out-of-town.

Changes to the minutes from the February 3 meeting were discussed with the following amendment:

Page 3 Line 11: insert **along with stormwater drainage system**, between "appropriate curbing" and "would result in better stormwater management"

o Discussion of CAWS Memo

Mrs. Jones addressed a statement from the letter signed by twelve of the thirteen abutting homeowners that implies that state regulations would be different if the Village pursues the construction of walkways without using state funds. To the contrary, the state will review and approve all improvements to the right-of-way including the construction of sidewalks regardless of who supplies the funds. Mr. Schiro outlined the requirements of the retrofit program which

grants municipalities funds to construct a continuous sidewalk that complies with state and ADA guidelines.

o Village Manager's meeting with Kevin Nowak, State Highway Administration

Mr. Schiro met with Mr. Nowak on Wednesday, February 12 to review the overall findings of the task force. A memorandum concerning the meeting was submitted to the task force members for their review.

Mr. Nowak offered only two materials for use in constructing sidewalks: asphalt and/or concrete. Mr. Nowak suggested that an asphalt walkway at grade would be acceptable. A minimum concrete curb height of 6" was acceptable for the posted speed limit on Brookville Road. The project must also meet ADA standards requiring handicap ramps at each intersection. Photographs of existing brick and concrete sidewalks were distributed to the members as examples of acceptable design and materials. Alternatives to curbs were also discussed such as an 8" x 8" railroad tie.

Mr. Schiro submitted examples of pavers for Mr. Nowak's opinion. The ADA did not approve of the use of pavers or brick. Pin type curbs or superior curbs were not acceptable either because they were not durable and would be damaged by snow plows. The GEOBLOCK system was also unacceptable because it hindered wheelchair maneuverability and may wear over time.

The discussion of moving the roadway center line to the west was addressed during his meeting. Photographs of the Korengold property (101 East Melrose Street) were shown as examples of areas lacking adequate space for a walkway. Mr. Nowak offered that if the project includes widening of lanes, it would need to meet current standards for geometric design. Because Brookville Road is classified as a substandard roadway, the specific section of the road must be brought to state standards prior to making any adjustments for a walkway making it a costly endeavor.

In areas where a curb is not used such as an at grade asphalt walkway, Mr. Nowak suggested that rumble strips or reflectors be installed on the existing white line to alert traffic.

Mr. Nowak stressed that the grant would not fund a non-continuous sidewalk. However, the state may accept the proposal if the Village provided the funds. The members asked whether the state would fund a partially continuous walkway under the state matching funds program. Mr. Schiro offered to research that question prior to the next meeting.

Although speed bumps are not permitted in the State Highway Administration right-of-way, Mr. Nowak agreed to review the Village's request for additional stop signs along Brookville Road. A copy of the letter sent to Mr. Charlie Watkins, State Highway Administration, which outlines the Village's request to control Brookville Road was submitted to Mr. Nowak for his assistance. Mr. Schiro is currently awaiting a response from state officials.



There was some discussion regarding Mr. Nowak's interest in transforming Brookville Road into a one-way street and using Broad Branch Road as an alternate route. The members were concerned about the potential danger to pedestrians if the road were changed to a one-way, although it would permit more room for sidewalks.

The major key to the success of the project is support and acceptance from all affected property owners.

- o Dedication of Brookville Road

The members discussed the Village's interest in annexing Brookville Road. Ms. Warren, who at the last meeting was charged with the duty of contacting neighboring communities, replied that she had received negative reactions concerning dedication. After speaking with the managers from Sections II and III and Martins Additions she noted that neither municipality have particular concerns about the traffic on Brookville Road. The predominant interest, however, was to transfer Brookville Road to County control which would offer more flexibility.

To the contrary, Mr. Schiro stated that he has received positive reaction from the neighboring municipalities and stated that the Village has received letters from different municipalities in support of the Village's interest to seek control over Brookville Road.

It was noted that the concern of the neighboring municipalities, if the state transferred control to the Village, is the possibility that the Village might restrict traffic along Brookville Road. It is the intent of the Village to control Brookville Road for the purposes of installing traffic calming devices such as stop signs and roll humps. The members agreed that a united front between the neighboring municipalities, with each seeking control over Brookville Road, would prove to be more beneficial.

- o CAWS considerations

The members discussed the necessary requirements need by CAWS to come to an agreement on the project. Mr. Serwer asserted that the abutters, in principle, are not opposed to having a better defined walkway using a design with aesthetic considerations. He stated, however, that the ADA standards have squelched CAWS' ability to agree on an acceptable design. Some members agreed that the ADA guidelines are flexible in allowing a 32" - 36" inch wide walkway which would not cause severe damage to the existing property.

- o Safety

Mr. Serwer suggested that an at grade walkway may be safer for children. Other members suggested that a sidewalk with a curb would be safer for pedestrians.

Mr. Lawrence offered his opinion that construction of a narrow three foot wide sidewalk would not solve the safety problem. Mrs. Jones suggested the Village should install walkways with a maximum width of five (5) feet wherever possible.

The members expressed concern for the safety of major trees and shrubbery that front Brookville Road should excavation take place near the root systems.

o      Acceptable walkway

The task force discussed several types of concrete and asphalt walkways. Mr. Lawrence suggested that a barrier such as an 8" x 8" railroad tie elevated or embedded in the concrete may be suitable. Mr. Serwer added that asphalt (approximately one to four inches high) be filled behind the beams to serve as a walkway with the railroad ties strategically spaced to permit the flow of water to the street. This inexpensive design could also be installed on the west side of Brookville Road.

Mr. Schiro will follow up with Mr. Nowak concerning this design and the use of the 8" x 8" railroad ties. Mr. Serwer offered to supply this information to the CAWS members once Mr. Schiro receives his answer from the state.

The question of whether the task force should request an extension of time from the Board of Managers was discussed. The members felt that the established deadline would be attainable.

The next task force meeting is scheduled for Wednesday, March 5 at 6 p.m.

## **Report of the Citizen Task Force to Consider a Pedestrian Walkway on Brookville Road Presented to the Chevy Chase Village Board of Managers**

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**March 10, 1997**

The Chevy Chase Village Task Force for a Pedestrian Walkway now submits this final report to the Chevy Chase Village Board of Managers. Mr. Darwin Curtis has previously submitted two reports to the Board of Managers at the January 13, 1997 and the February 10, 1997 Board Meetings.

### Background

Last summer the Chevy Chase Village Board of Managers received a request from residents east of Connecticut Avenue to explore the feasibility of installing sidewalks along Brookville Road. The Village Manager began to explore the possibility and reported to the Board that funding was available to assist municipalities to install (or retrofit) sidewalks along State controlled streets within incorporated jurisdictions. As a result, the Board of Managers held a public forum on this issue October 11, 1996. Subsequently, the Board heard that property owners along Brookville Road were concerned about the sidewalk project, and that a group of concerned property owners had formed a group called Citizens for Alternative Walkways (CAWS). This group expressed their concerns to the Board of Managers.

The Board agreed to consider their reasons for opposition and deferred further action on sidewalks until they could resolve these issues. The Board invited Mr. Charles Watkins, the District Engineer with the State Highway Administration, to attend the December 9, 1996 Chevy Chase Village Board of Managers Meeting. He accepted, as did representatives of the Montgomery County Department of Public Works and Transportation.

At that meeting both agencies expressed a willingness to work with the Board and the Community to come up with alternatives that might satisfy the concerns for pedestrian safety and the concerns of the abutting property owners.

### The Task Force Charge

At the December 1996 Board Meeting, the Village Board of Managers appointed a citizen Task Force to review the feasibility of installing a pedestrian walkway along Brookville Road. The Board charged the Task Force to come up with a pedestrian walkway design. The walkway was to be constructed on the east side of Brookville Road. The design should satisfy State Highway Administration's criteria for funding and should be acceptable to abutting property owners.

The Board asked for a final report to be submitted by the Task Force at the March 10, 1997 Board of Managers Meeting.

## Meetings

The Task Force met on the following dates: January 6, 1997, February 3, 1997, February 19, 1997 and March 5, 1997. Task Force Members and Mr. Schiro held two additional meetings on Brookville Road Sunday, January 12, 1997 and Friday, January 24, 1997 to identify the potential alignment and dimensions for a walkway and obstacles to its installation. Mr. Lawrence and Mr. Schiro met at the engineering firm of Greenhorne and O'Meara to look at material alternatives. Mr. Schiro also held a meeting with Kevin Nowak at the State Highway Administration Offices on February 12, 1997.

Both Aruna Miller from the Montgomery County Department of Transportation and Kevin Nowak with the State Highway Administration (SHA) attended the first regular meeting on January 6, 1997. Mr. Nowak attended a second regular meeting with the Task Force and the Sunday morning field meeting with members of the Task Force and Mr. Schiro. Mr. Schiro and Susan Bossard have attended all regular meetings of the Task Force.

Complete meeting minutes are available.

## State Highway Requirements

Encouraged by SHA statements as to the flexibility of its design requirements, the Task Force researched and explored an extensive list of alternatives to sidewalk materials, and design considerations. Task Force Members obtained material samples, installation details, and cost projections. These alternatives were presented to the State Highway Administration.

The State Highway Administration provided the following information about acceptable design criteria.

1. Any construction within the State controlled right of way, whether paid for by the local municipality, in part by the State, or entirely by the State must conform to State design criteria.
2. The only acceptable surface materials would be asphalt or concrete.
3. As far as design is concerned:
  - a. Width: we may reduce the sidewalk to thirty-six (36") inches with thirty (30") inches of sidewalk behind a six inch (6") wide curb top. We could reduce the width to thirty-two (32") inches for a length of twenty-four (24") inches to eliminate the need to relocate some utility poles that conflict with the walkway construction.
  - b. Curb: the State Highway Administration would accept a six inch (6") high curb with a

concrete or an asphalt walkway.

c. No curb: the State Highway Administration will accept an at grade, asphalt extension of the roadway. We could install reflectors and "rumble" strips in the white line.

#### Opinion of the Abutting Property Owners

On Monday, March 3, 1997 the abutting property owners met along with Jerry Schiro and Howard Serwer to review the alternatives which would be acceptable to the State Highway Administration. The eight abutters who were present stated they found none of the alternatives acceptable. They further stated they would not enter a right of entry agreement for a permanent or a temporary easement to construct such a walkway. At the March 5, 1997 meeting, Mr. Howard Serwer reported to the Task Force that two of the abutters who were not present at the March 3 meeting with Mr. Schiro also opposed these alternatives.

#### Summary

The Board of Managers charged the Task Force with finding a design for a pedestrian walkway that will meet the design criteria of the State Highway Administration and would be acceptable to the abutting property owners. As this final report suggests, the Task Force is unable to come up with a design which meets these two conditions.

Members of the Task Force and Mr. Jerry Schiro will be available at this Board Meeting to answer any additional questions Board Members might have.

Respectively Submitted,

Katherine/Paul Warren  
6301 Broad Branch Road

Byrne O'Brien  
11 East Lenox Street

Samuel A. Lawrence  
100 East Lenox Street

Howard J. Serwer  
101 Primrose Street

cc: Darwin O'R Curtis, Facilitator  
13 East Melrose Street

Board Liaison Martha Jones  
6214 Western Avenue

SUPPLEMENTAL STATEMENT OF TASK FORCE MEMBERS  
SAMUEL LAWRENCE AND HOWARD SERWER

March 7, 1997

We would like to add five brief comments in reference to the work of the Walkway Task Force and the options now available to the Board.

First, though the Task Force was unable to meet the objectives set for it by the Board, the members all addressed their charge diligently, cooperatively, and with the intent of finding solutions. We were disappointed when the state representatives reversed direction on a number of key points and made it impossible for us to advance a design acceptable both to the state and the abutters.

Second, the Task Force did identify two matters on which the Board might take immediate action to improve pedestrian safety on Brookville Rd. in cooperation with the our neighboring jurisdictions and the State Highway Department. These are:

- installation of reflectors along the white line and of street lights on the three phone poles now lacking them - to enhance nighttime safety.
- additional stop signs and potentially other measures to slow down and reduce traffic

We hope the Board will follow up on these two matters.

Third, if the Village as a longer range project could gain control of Brookville Rd., it should also gain the necessary flexibility relating to its alignment, traffic control, and walkway and curb materials that would make possible further improvements for pedestrians which would be acceptable to abutters.

Fourth, unless the Village either is able to gain control of Brookville Rd. or is prepared to go to court for condemnation, no sidewalk along Brookville Rd. can be installed. Further discussion of the issue - or surveys of resident opinion - accordingly can serve no useful purpose unless one of those two conditions is fulfilled.

Finally, the Task Force was able to assemble preliminary cost data. These suggest a project cost in the range of \$100,000 before considering legal, survey, and other costs associated with land acquisition. We would expect such costs might add a further \$75-100 thousand or more. Further, significant investment would be required by the Village before it could ascertain whether its project would be accepted by the State Highway Administration and State Historic Trust, which we understand also would review the proposal. In light of the abutters' opposition, there is a significant risk that such approvals would not be forthcoming and the Village effort and investment would come to naught.

Thank you for the opportunity to serve on this Task Force and to offer these additional remarks.

**Addendum to Task Force Report to the Chevy Chase Village Board  
RE: SIDEWALKS ON BROOKVILLE RD.**

**March 10, 1997**

**Task Force members Byrne O'Brien and Katherine Warren respectfully add the following notes for the Board's consideration:**

1) The Board's unanimous vote in favor of a sidewalk on Brookville Rd. in the fall of 1996 was followed by a motion for a Task Force that would study and specify materials and/or placement considerations for such a sidewalk. This Task Force proceeded in earnest to determine the amount of damage a sidewalk would incur to the properties abutting Brookville Rd., along with the charge to determine the range of materials and/or ADA guidelines that would govern such placement.

2) The outcome of the discussion regarding placement of the sidewalk on Brookville Rd. with state highway representative Mr. Kevin Nowak, was vastly positive. Little or no damage would be incurred on the majority of properties. Historical walls, fences and trees CAN be preserved because state guidelines allow for flexible widths ranging from 36 inches down to a minimum of 30 inches.

This finding was a great relief because it meant the sidewalk was absolutely DO-able from an aesthetic, historical and financial perspective.

3) Our hopes for flexibility in materials were not confirmed by Mr. Nowak. The ADA guidelines call for safe, predictable surface materials. This requirement limits our choices to asphalt or concrete, which appears to be a "stumbling block" to the abutters. Area landscape architects confirm that these choices along with concrete curbing can be accomplished with minimal damage to tree roots.

4) The groundswell of support for this endeavor continues to grow. The communities of Chevy Chase Section 3, Martin's Addition and Chevy Chase Section 5 have written to state representatives to press for the sidewalk as the only remaining portion of Brookville Rd. which is not safe for pedestrians.

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-- Since June 1996, some 60 residents of Chevy Chase Village have come out to meetings and/or a demonstration to press for sidewalks.

-- Principals and pastors of neighboring communities to which our citizens walk have written in support of the sidewalk.

--A cable television program entitled "Perils for Pedestrians" aired a segment in September 1996 highlighting the dangers of Brookville Rd.

5) The fact remains that this discussion centers on the concept of the PUBLIC RIGHT-OF-WAY. Most of this right-of-way is readily available to accomplish a sidewalk with minimal disruption. The community asks the Board to proceed in its commitment to provide safety for pedestrians.



**Testimony of Chevy Chase Village Manager Jerry M. Schiro to**  
**The State Highway Administration**  
**July 30, 1997**

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Good evening, my name is Jerry Schiro, and I am the manager in Chevy Chase Village. We greatly appreciate the opportunity to comment on our request to have Brookville Road from Western Avenue to Bradley Lane dedicated into our street system.

We would accept such dedication as an incorporated municipality, formally chartered as the Town of Chevy Chase Village. Chevy Chase Village has full municipal powers, apart from zoning and comprehensive land use planning. The Maryland National Capital Park and Planning Commission has authority over those matters.

Along with only three other municipalities in Montgomery County (Rockville, Gaithersburg, and now Takoma Park) we employ a full-time sworn Police Department providing twenty-four hour police coverage in the Village. Within the police department, we operate a twenty-four-hour Communications Center. I mention this because the Center is a central communications point for not only public safety calls, but other resident services. The Center also coordinates on-call public works employees to take care of problems that might occur after regular office hours.

Chevy Chase Village employs a total of twenty-eight employees under the overall supervision of my office. I have four department heads responsible for the delivery of municipal services to our residents: FINANCIAL OFFICER (budget and finance) - DIRECTOR OF PUBLIC WORKS - (street sanitation and maintenance) - PARKS SPECIALIST (park maintenance and street tree program) - CHIEF OF POLICE (public safety). We have acquired the needed equipment to carry out the responsibilities of these various departments.

Relevant to this issue, we take care of all aspects of our streets independent of SHA and Montgomery County:

- Small storm water projects
- Sidewalk construction and repair
- Install and maintain street signs, and traffic control signs (including graffiti removal)
- Maintain curbs and storm water inlets
- Park and a street tree maintenance program
- Reforestation of street trees
- Right-of-way maintenance - monitor intersection sight distance - plant encouragement
- Snow and ice removal - including regulation of sidewalk snow removal
- Coordinate emergency response for down tree removal from roadways, flooding, utility lines in streets, water and sewer problems.
- Coordinate various required civil engineering projects related to storm water, and structural maintenance of the roadways
- Traffic control, monitoring and enforcement

## Legislative Controls

The Village legislatively controls (by ordinances) what is placed in our rights-of-way. Many residents in Chevy Chase Village care for the lovely street scape for which the Village is widely noted. As you travel down our tree lined streets, you will note the beautiful landscaping many residents have placed in public space. Through our legislated building code and other ordinances, the elected Village Board of Managers (which is equivalent to a Mayor and City Council) regulates these activities closely. They make sure nothing is placed in the public rights-of-way that would be detrimental to the public safety or welfare.

- We require special permits for structures or landscaping placed in the public rights-of-way, and require residents to enter into maintenance agreements for such improvements.
- We review new curb cuts and the construction or repair of driveway aprons
- We have independent storm water regulations to control the amount of storm water discharged on our streets. (i.e., alteration of storm water flow through grading, the installation of impermeable surfaces, roof drains, swimming pool discharges, etc.).
- We regulate access to our streets by contractors' equipment.
- We enforce ordinances to control mud and other construction debris left on the streets.

The fact that Brookville Road is a State Highway limits, to some extent, our ability to control this right-of-way in a similar fashion. Understandably, your agency does not have the resources to provide this type of detailed oversight and maintenance to Brookville Road.

The SHA does an excellent job at many facets of our State transportation system. The State Highway Administration's mission is **THE MAINTENANCE AND CONTROL OF STATE HIGHWAYS**. You orient your employees to that mission and your equipment is designed to meet those job needs.

The mission of the Village is much more finite. We maintain our streets and public rights-of-way. We only have eight miles of narrow, Village-type, streets. Therefore, we orient our employees differently, and our equipment is designed to function well in this environment. We think we are more adept to Village Street Maintenance than the State Highway Administration. We feel the Village can improve the maintenance and safety of Brookville Road if you would dedicate it into our municipal street system. We feel this is an appropriate request for several reasons:

- Brookville Road is from a physical standpoint a Village Street, not a state highway.
- The street lies totally within Chevy Chase Village.
- Our residents abut both sides of the street. The entire area surrounding the State Highway is a "Village." This is a not typical environment for most state highways.
- Western Avenue and Bradley Lane are logical points to start and stop the dedication since it begins (or ends) at the District of Columbia and connects to Bradley Lane (which forms our northern municipal Boundary).
- From the northern end of the public park at Primrose Street to Bradley Lane, Brookville Road is the eastern boundary of our incorporated municipality.

- It is logical that State Maintenance should stop at Bradley Lane. Your snow removal equipment can turn off of Brookville Road at Bradley Lane and have no need to proceed into the District of Columbia. Likewise, your street maintenance efforts including paving and other maintenance could end within the State of Maryland at Bradley Lane, and not be continued into the District of Columbia - which begins some forty feet north of the Western Avenue northern curb.

## Summary

We believe there are serious problems on Brookville Road from both a maintenance standpoint and a safety standpoint. Our Police Chief will provide greater details on the Police Department, and public safety issues about Brookville Road. We would like the opportunity to resolve these problems.

It makes logical sense that the roadway should be in our street system. Apart from Connecticut Avenue (MD185), **which by the way we do not want**, Brookville Road is the only State (or County) Highway within Chevy Chase Village remaining under the Administration's control.

- Some years ago, Montgomery County Department of Transportation saw the logic of having the Village control our northern boundary of Bradley Lane from Connecticut Avenue to Brookville Road.
- Just before that dedication, your agency saw the logic in dedicating another small section of State Highway to the Village. This was Broad Branch Road, which until the early 1980's, was a State highway. Like Brookville Road, Broad Branch was a small section of State Highway that ended at the District of Columbia.

Over the years, we have proven that we can maintain these streets adequately. We feel that we should have the same opportunity to provide this kind of detailed maintenance and control to Brookville Road.

From a management standpoint, I appreciate the excellent cooperation the State Highway Administration has demonstrated with not only Brookville Road, but with issues on Connecticut Avenue as well. We appreciate your time tonight.

My staff and I are here to answer any questions SHA officials or the public might have.

Testimony of Orm W. Ketcham, Vice-Chairman of Chevy Chase Village Board of  
Managers, To State Highway Administration  
July 30, 1997

Mr. Watkins. It is my pleasure to address you tonight on behalf of the citizens of Chevy Chase Village. The Chairman of our Board of Managers, Margot Anderson, could not be present and wrote you on July 24th with her views and comments. I am the Vice Chairman of the Board. With me are South Trimble, III, another Board member, Jerry Schiro, the Village Manager, and George Winkel, our Police Chief.

The Village's position on the subject of Brookville Road is succinctly stated in our Board's Resolution adopted unanimously at our monthly meeting on July 14, 1997. (Present copy)

Brookville Road is an historic country road dating back to the Eighteenth century. It is a narrow, residential-type roadway which tries to serve as a commuter highway. It is a two-lane road with a total paved surface of between 21 and 22 feet with unpaved shoulders that vary from one to three feet. It does not have a sidewalk on either side of the paved road. Ordinarily your State Highway Administration might take corrective action to enlarge such a State highway, install safe sidewalks and ensure that the traffic now using Brookville Road flowed more freely and safely. But, the width of the original right of way for Brookville Road is either unknown or uncertain. In all likelihood it does not exceed 25 feet. It is something of an anachronism in the State's modern highway system. Yet each day it carries a heavy and dangerous volume of auto traffic through the middle of our Village. In terms that my grandparents often used, "It has become TOO BIG FOR ITS BRITCHES."

If the State Highway Administration will cede jurisdiction to Chevy Chase Village over that portion of Brookville Road which lies within our borders - between Bradley Lane and Western Avenue - we will administer the road as the residential street it really is. We assure you that we do not intend to close Brookville or make it into a one-way street. But, we do propose to take reasonable steps to calm and control vehicular traffic by procedures appropriate for a residential municipality to use in regulating its streets. We plan to ensure the safety of pedestrians who use the East side of Brookville Road. We intend to increase the number of Stop signs at intersections and to require our small but dedicated police force to enforce very strictly these Stop signs and a 25 m.p.h. maximum speed limit. If these methods fail to reduce the speed, the volume and the dangers of Brookville Road, we will consider installing speed roll humps as we did on that portion of Bradley Lane between Connecticut Avenue and Brookville Road which was ceded to us eleven years ago. Such traffic control measures are inconsistent with the principles and standards of State supervision over highways. But, they are both typical and acceptable for municipal administration of residential neighborhood streets.

Since Brookville Road is unlike other State highways which you administer and, because its historical demographics cannot be transformed to meet customary State highway standards, without contentious and disruptive condemnation proceedings, we ask that you transfer jurisdiction over this non-conforming highway to Chevy Chase Village. We will try to convert it

to a safe, residential street rather than the unsafe, high-speed commuter highway that it has become.

As a matter of reference, I believe Chevy Chase Village has a proven record of successfully administering other major roadways ceded to us in the past. Two or three decades ago the Village requested and was given jurisdiction over the three blocks of Broad Branch Road which connect Brookville Road to the District of Columbia at Western Avenue. Eleven years ago, at our request, we obtained jurisdiction over Bradley Lane along our Northern border. We believe that the State is satisfied with the manner in which we have operated and maintained those roads.

Finally, we are all well aware that recently the State DENIED the request of the Town of Chevy Chase to take jurisdiction over Bradley Lane between Wisconsin Avenue and Connecticut Avenue. In our opinion, there are significant differences in the factual circumstances of that precedent. The only alternative unrestricted routes between Wisconsin and Connecticut for more than a mile in either direction are East West Highway to the North of Bradley or Western Avenue to the South of Bradley. In contrast, Connecticut Avenue is a parallel alternative to Brookville only one block to the West. The Village has its own police department and street maintenance employees which the Town of Chevy Chase does not have. Bradley Lane is on the perimeter of the Town of Chevy Chase, but Brookville Road cuts through the center of our Village. Moreover, we have over two decades of experience in administering former State roadways.

Brookville Road is an exceptional roadway. In the past, the State Highway Administration has had to constantly consider making exceptions in its operation and maintenance of Brookville Road. You have had difficulty in making Brookville Road conform to the standards set for other State highways because of its size, special nature, and residential route. With its minimal right of way, it will be nearly impossible for the State to bring Brookville Road up to customary State standards. If the State Highway Administration transfers jurisdiction over Brookville Road to Chevy Chase Village, it will be relieved of the need to consider exceptional regulations for an exceptional road in its highway system. Thus, we ask that you let Chevy Chase Village administer Brookville as a residential, neighborhood street, thereby controlling its vehicular traffic and providing safer (not faster) travel for those who use it and permitting us to provide a safe pedestrian walkway along Brookville's Eastern side.

With me tonight are Jerry Schiro, our highly respected and efficient Village Manager, who can explain better than I the Village's capacity for street maintenance, repairs, snow removal, signage, and tree pruning. Also sitting with us is our Police Chief, George Winkel, who joined our Village staff after years of experience with the U.S. Park Police and other large police departments. He can explain to you the methods he intends to use to calm auto traffic on Brookville Road if we are given jurisdiction over it.

Thank you for hearing our plea, Mr. Watkins. For a long time our Village has sought to control Brookville Road. We hope you will agree with our request and relinquish control over Brookville Road. We would be glad to answer any questions that you may have.

Orm W. Ketcham

Testimony of Chevy Chase Village Police Chief George W. Winkel to  
The State Highway Administration  
July 30, 1997

Mr. Watkins: Thank you for the opportunity to speak on behalf of the citizens of Chevy Chase Village in support of transferring jurisdiction from the State to Chevy Chase Village over that portion of Brookville Road between Western Avenue and Bradley Lane.

By way of background, I have been a police officer and supervisor for over 30 years, a police chief for over 10 years, and the Chevy Chase Village police chief for 3 ½ years.

The Chevy Chase Village police department is small with only eight patrol officers. Usually, there is one officer on duty twenty-four hours a day. When we are fully staffed, we try to have an additional officer of duty from 10:00 a.m. until 2:00 a.m. We are a true community police force, providing an enhanced level of service to the residents of the Village above that provided by the Montgomery County police.

The services we provide are far above those provided by most, if not all, area police departments: we thoroughly check the homes of our residents who are away on vacation at least three times a day, we pick up their mail, and we pick up their newspapers, to name a few of these services. On a typical summer day, or during the usual vacation periods, our officers check over 50 houses each shift. Needless to say, this type of community policing reduces the amount of time available for traffic enforcement.

Brookville Road is a neighborhood street that over the years has become a major commuter route, a shortcut for thousands of motorists who attempt each day to avoid the congestion of Connecticut Avenue and Chevy Chase Circle. Along that 6/10ths of a mile portion of Brookville Road which is in the Village, there are eleven intersections, only three of which are controlled by 4-way Stop signs. To save time, motorists speed on Brookville Road between the intersections where there are no Stop signs, and quite often slide through the intersections where there are Stop signs.

This presents a major problem for the scores of pedestrians, children walking, biking, and roller-blading, as well as joggers, and adults with children in strollers. I would like to point out that there are no sidewalks on Brookville Road, and that there is a very large elementary school at the intersection of Western Avenue and Brookville Road. Many of the children who attend this school walk in the street on Brookville Road. There are also three churches on Chevy Chase Circle which draw a large number of pedestrians on Brookville Road.

Although our police department does not have the primary

responsibility for the enforcement of traffic regulations on Brookville Road, we have that authority and do in fact enforce traffic laws both on a selective and random basis. Unfortunately, we are unable to devote to enforcement that amount of time which is necessary to make the roadway safe. Further, the curving of the road presents some enforcement problems for us in that there are no safe stationary radar sites for our officers to utilize.

The transfer of Brookville Road to Chevy Chase Village would enable us to request input from our residents concerning traffic calming measures. Working with the community, I envision support for 4-way Stop signs. If this does not make the roadway safe, the community may be interested in other traffic calming measures.

At present, under State control, Brookville Road is unsafe. I urge you to transfer the road to the jurisdiction of Chevy Chase Village so that our community can take citizen-supported measures to improve the safety of pedestrians and motorists.

Thank you, Mr. Watkins, for your time.



**Maryland Department of Transportation**  
**State Highway Administration**

David L. Winstead  
Secretary

Parker F. Williams  
Administrator

Office of District Engineer  
State Highway Administration  
9300 Kenilworth Avenue  
Greenbelt, Maryland 20770

November 19, 1997

Mr. Jerry Schiro, Manager  
Chevy Chase Village  
5906 Connecticut Avenue  
Chevy Chase, MD 20815

RE: MD 186  
Montgomery County

Dear Mr. Schiro:

This is in further follow up to a request to transfer MD 186 between the District of Columbia (D.C.) line and MD 191 to Chevy Chase Village.

We have had an opportunity to review this issue with the Offices of Planning and Traffic to determine whether this road transfer is feasible.

As you may know MD 186 between D.C. and MD 410 traverses through several communities, and as such it would not be in the best interest of the SHA to relinquish only a section of the roadway because it is essential for SHA to maintain road continuity of its roadways. In addition, we have considered other factors such as, the capacity of other nearby roadway systems, and future road projects.

It is therefore, our decision not to transfer this section of MD 186 to the Village. We will however, continue to work with you on the sidewalk project.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

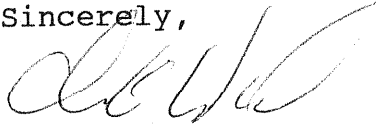
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



Mr. Jerry Schiro  
November 19, 1997  
Page Two.

I sincerely appreciate your efforts on maintaining safety along this roadway and if I can be of any assistance, please let me know.

Sincerely,



Charlie K. Watkins  
District Engineer

CKW:MS:dg

cc: The Honorable Brian Frosh  
The Honorable Chris Van Hollen, Jr.  
The Honorable Leon G. Billings  
The Honorable Gilbert J. Genn  
The Honorable Marilyn Goldwater  
The Honorable Sharon Grosfeld  
The Honorable John Adams Hurson  
The Honorable Nancy K. Kopp  
Mr. Graham Norton  
Mr. W. Scott Wainwright  
Mr. Thomas Hicks  
Mr. Neil Pedersen  
Mr. Douglas Rose  
Mr. Parker F. Williams

CHEVY CHASE VILLAGE  
5906 CONNECTICUT AVENUE  
CHEVY CHASE, MARYLAND 20815  
(301) 654-7300

GEORGE W. WINKEL  
Chief of Police

February 13, 1998

Mr. Charlie K. Watkins  
District Engineer  
State Highway Administration  
9300 Kenilworth Avenue  
Greenbelt, Maryland 20770

Dear Mr. Watkins:

I realize that there has been a lot said and written in the past several years regarding traffic safety on Brookville Road. Recently, I have been working with Chevy Chase Village Manager Jerry Schiro to reach reasonable solutions to these pedestrian and traffic safety problems.

Brookville Road is an historic country road dating back to the turn of the century. It is a narrow, residential-type roadway which has become a commuter highway for thousands of motorists who attempt each day to avoid the congestion of Connecticut Avenue and Chevy Chase Circle. It is a two-lane road with a total paved surface of between 21' and 22' with unpaved shoulders that vary from one to three feet. It does not have a sidewalk on either side of the paved road, yet each day it carries a heavy and dangerous volume of vehicular traffic through Chevy Chase Village.

Along the 6/10ths of a mile portion of Brookville Road which is in the Village, there are eleven intersections, only three of which are controlled by 4-way Stop signs. To save time, motorists speed on Brookville Road between the intersections where there are no Stop signs. This presents a major problem for the scores of pedestrians, children walking, biking, and roller-blading, as well as joggers, and adults with children in strollers. I would like to point out that there is a very large elementary school at the intersection of Western Avenue and Brookville Road. Many of the children who attend this school walk in the street on Brookville Road. There are also three churches on Chevy Chase Circle which draw a large number of pedestrians on Brookville Road.

There were five traffic accidents on this residential roadway in 1997, more than we believe acceptable for this type of roadway. Mr. Schiro, with your cooperation, has outlined a project which will greatly improve pedestrian safety in the first block of

Brookville Road from Western Avenue to East Irving Street. He hopes to make this block a model for future improvements along this roadway. Part of the project calls for the installation of a four-way stop sign at this intersection. I think that suggestion has merit and deserves your review.

In November, the Chair of the Chevy Chase Village Board of Managers wrote Senator VanHollen requesting his support for several initiatives which would improve safety on Brookville Road. The Boards number one request was the installation of additional stop signs. I support that initiative.

Any assistance you can give in this regard would be appreciated. Thank you for your time.

Sincerely,

A handwritten signature in cursive script, appearing to read "George W. Winkel".

George W. Winkel  
Chief of Police

CHEVY CHASE VILLAGE  
5906 CONNECTICUT AVENUE  
CHEVY CHASE, MARYLAND 20815  
(301) 654-7300

JERRY M. SCHIRO  
*Village Manager*

February 13, 1998

Mr. Charlie K. Watkins  
District Engineer  
State Highway Administration  
9300 Kenilworth Avenue  
Greenbelt, Maryland 20770

Dear Mr. Watkins

I spoke to Mr. Randy Evans regarding the permits for the installation of a sidewalk along the eastern side of Brookville Road (MD 186) between Western Avenue and Irving Street. I appreciate your cooperation in this regard. Mr. Evans also told me that I may proceed with replacing the storm water inlet at the northeast corner of the intersection.

I wrote you January 29, 1998 outlining the improvement to this intersection. As part of the project I asked that I be allowed to install a stop sign at this intersection. Mr. Evans told me he can not approve that request, since it must be reviewed by a separate department.

I would like to ask that the necessary review for the stop sign be conducted at this time also. I think the installation of a 4-way stop sign is warranted at this intersection. This intersection is located immediately off of Western Avenue. Cars turning off Western immediately begin to accelerate north bound on Brookville. Traffic safety is further compromised by the fact East Irving Street is as thru street between Connecticut Avenue (MD 185) and Western Avenue. This cross traffic often can not see the rapidly approaching vehicles that have just turned from Western Avenue.

I would like your consideration in allowing me to carry out this element of the project along with the sidewalk and curb work. Thank you for your ongoing support in addressing these issues.

Sincerely,



Jerry M. Schiro  
Manager, Chevy Chase Village



DEPARTMENT OF PUBLIC WORKS  
AND TRANSPORTATION

Douglas M. Duncan  
County Executive

Graham J. Norton  
Director

March 25, 1998

Mar 26 1998

STATE HIGHWAY ADMINISTRATION  
DISTRICT 30 GREENBELT

Dr. Molly M. Jones, Ph.D.  
1444 S Street, Northwest  
Washington, DC 20009

Re: Brookville Road (MD 186) and East Lenox Street

Dear Dr. Jones:

We are writing in further reply to your letter of January 19 regarding your request for a traffic study at the above location.

Brookville Road (MD 186) is a State maintained highway, and all traffic controls thereon are under the jurisdiction of the Maryland State Highway Administration (MSHA). Therefore, we have forwarded a copy of your letter to Mr. Charlie Watkins, District Engineer, MSHA for investigation. We are certain that Mr. Watkins will reply to you directly concerning this matter.

We are pleased to assist you and appreciate your interest in traffic safety in Montgomery County.

Sincerely,

A handwritten signature in cursive script that reads "Jean E. Gries".

Jean E. Gries, Program Specialist  
Traffic Safety and Investigations

DAL:DCM:shj  
m:\wp\mayd\brookvilld980415.wpd

cc: Charlie Watkins, District Engineer  
Maryland State Highway Administration  
9300 Kenilworth Avenue  
Greenbelt, Maryland 20770 (w/incoming)



**Maryland Department of Transportation**  
**State Highway Administration**

David L. Winstead  
Secretary

Parker F. Williams  
Administrator

Office of District Engineer  
State Highway Administration  
9300 Kenilworth Avenue  
Greenbelt, Maryland 20770

July 9, 1998

Mr. Jerry M. Schiro, Manager  
Chevy Chase Village  
5906 Connecticut Avenue  
Chevy Chase, MD 20815

Dear Mr. Schiro:

This is in response to your request to install a Multi-Way Stop at the intersection of MD 186 (Brookville Road) and Irving Street in Montgomery County. In view of your request a study of the intersection was conducted based on nationally accepted criteria set forth in the "Manual On Uniform Traffic Control Devices" (MUTCD).

The criteria set forth in the MUTCD considers accident history, traffic volumes and sight distance. A review of all reported accidents does not indicate a problem, which warrants a correction by multi-way stop. Additionally, the volume of traffic is low during most of the day. Only during the PM peak does a significant amount of traffic enter the intersection. Sight distance is within acceptable limits. The intersection fails to meet the accepted criteria for a four way stop.

Any heavy traffic along MD 186, although inconvenient, does not severely restrict the movement of residents wishing to leave the community. Residents have the option of exiting the community from MD 185 (Connecticut Avenue), Western Avenue or Brookville Road. These options allow a resident to leave the vicinity by making right turns, therefore access is not a problem.

Your letter also cites a problem with speeding. A spot speed analysis was conducted along MD 186 just north of Irving Road. The results of the analysis indicate the average speeds of motorists through this area are 27 MPH southbound and 26 MPH northbound. These findings are considered acceptable for this type of road. We do recognize that occasionally motorists may speed along this roadway and selective enforcement is being requested by the Chevy Chase Police Department to deter speeding.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**  
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

Mr. Jerry M. Schiro, Manager

July 9, 1998

Page Two.

The installation of a sidewalk along the eastern side of Brookville should increase pedestrian safety and mobility. Besides providing a separate place for pedestrians to walk, the sidewalk will raise motorists' awareness that pedestrians travel the area. Additionally, the sidewalk may cause a reduction in the speed of motorists as they travel through the area, since the roadway characteristics will change. Typically, motorists travel at speeds at which they feel comfortable. The installation of the sidewalk may decrease lateral clearance making traveling at faster speeds less comfortable.

Please note that your letter seems to imply that speeding along this stretch of road can be reduced or eliminated through the installation of stop signs. It is possible for the stop signs to have the opposite effect. Motorists trying to move through the area may become frustrated and impatient at having to repeatedly stop. This may lead to increased speeding and noise as motorists try to quickly accelerate between stop signs.

Your continued concern for traffic safety and operations is appreciated, and we regret that we cannot honor your request at this time. If you have any further questions regarding this matter, please do not hesitate to contact me or Mr. Rob Mello of my traffic engineering staff at 301-513-7359 / 1-800-749-0737.

Sincerely,



Charlie K. Watkins  
District Engineer

CKW:RM:dg

cc: Mr. W. Scott Wainwright

CHEVY CHASE VILLAGE  
5906 CONNECTICUT AVENUE  
CHEVY CHASE, MARYLAND 20815  
(301) 654-7300

JERRY M. SCHIRO  
*Village Manager*

November 9, 1999

Mr. Charlie K. Watkins  
District Engineer  
State Highway Administration  
9300 Kenilworth Avenue  
Greenbelt, Maryland 20770

Dear Mr. Watkins:

Chevy Chase Village is an historic community established around the turn of the nineteenth to the twentieth century. Connecticut Avenue (MD 185), which runs through the middle of our community, was built by the Chevy Chase Land Company in order to provide easy access to their new development - what is now Chevy Chase Village. The avenue they built, so wide and grand, barely manages to contain six narrow lanes of modern traffic, without any shoulder whatsoever. It certainly would be constructed to a different design were it to be built today.

Despite its deficiencies, Connecticut Avenue is approximately one hundred years more modern than Brookville Road (MD 186). According to the book Chevy Chase, the Chevy Chase Land Company actually "planned to replace the narrow Brookville Road" with a wider and more curvilinear parkway. Unfortunately, they did not, and consequently Brookville Road within Chevy Chase Village is a state road which conforms to few state road design standards.

For many years, we have been writing you concerning what we feel are unsafe conditions on Brookville Road in Chevy Chase Village. Recognizing the difficulties this roadway presents for the state, and recognizing the need for a very site specific approach, several years ago our elected Board of Managers felt so strongly about these issues that they requested to have the road transferred from the State road system to Chevy Chase Village. As you know, that request was denied.

Brookville Road is an historic country road dating back to the eighteenth century designed originally, we understand, for people to travel from Washington, D.C. to the community of Brookeville. It has evolved from a cattle path, to a route for horses and wagons, to a neighborhood street that over the years has become a major commuter route. The roadway was in place long before houses were built. No one projected the volume of traffic or the safety problems that exist today. It is now a shortcut for thousands of motorists who attempt each day to avoid the congestion of Connecticut Avenue and Chevy Chase Circle.

Although the State has maintained the roadway since about 1910, it is our impression that the State does so through a "prescriptive" right-of-way rather than a formal right-of-way. As houses



were built, fences and walls were added, landscape features were created, and utility poles were installed on private property near the roadway. At the time these houses were being built, design standards such as sight distance requirements did not exist.

Examples of conditions which do not conform to design standards are the absence of sidewalks and include width of travel lanes, width of shoulders, proximity of lot lines, positions of driveways, and the location of garages to mention a few. It would not be feasible today to consider moving some of these historic landscape features and structures.

Along the 6/10ths of a mile portion of Brookville Road which is in the Village, there are ten intersections, only three of which are controlled by 4-way Stop signs. To save time, motorists speed on Brookville Road between the intersections where there are no Stop signs, and quite often slide through the intersections where there are Stop signs. Commuters on this roadway are not familiar with the safety issues that exist.

This presents a major problem for the scores of pedestrians including children walking, biking, and roller-blading, as well as joggers, and adults with children in strollers. I would like to point out that there is only a very small portion of Brookville Road with a sidewalk, and that there is a very large elementary school at the intersection of Western Avenue and Brookville Road. Many of the children who attend this school walk in the street on Brookville Road. There are also three churches on Chevy Chase Circle which draw a large number of pedestrians on Brookville Road. In spite of the dangerous conditions, heavy use of the road by pedestrians and bicyclists is unavoidable.

Our efforts to have sidewalks installed on the entire portion of Brookville Road within Chevy Chase Village were unsuccessful, but we were able to put one in along the southern end of Brookville Road adjacent to Western Avenue, where a crossing guard facilitates safe student access to the school.

In March, Mr. South Trimble, who was then an elected member of our Board of Managers requested that you evaluate the current placement of the Stop signs on East Lenox Street at Brookville Road, specifically the Stop sign on East Lenox Street on the east side of Brookville Road. As a result of that correspondence, Stop lines were installed on East Lenox Street in July. After their installation, I asked you to review the placement of the Stop lines. You agreed that one of the lines was incorrectly installed and the line has recently been moved to a more realistic location.

I think the problem of [Stop line] incorrect placement or the absence of Stop lines and other devices to warn motorists of the need to stop is prevalent at the majority of intersections along Brookville Road in Chevy Chase Village. Residents in the area and Village police officers continue to report close calls regarding both pedestrians and automobiles, and the generally unsafe condition of these intersections.

As traffic in the region has increased, so has the use of Brookville Road. With the increase in traffic, we have seen an increase in average speed and an increase in other dangerous driving

patterns. Two weeks ago, there was a serious accident at the intersection of Brookville Road and East Lenox Street. There was extensive property damage, but fortunately no one was injured.

After this accident, I asked my staff to review the placement of Stop lines and Stop signs at the various intersections along Brookville Road. What we found was that in several locations, the Stop lines and Stop signs were placed at areas where there were severe sight distance restrictions. At some intersections, there are no Stop lines and at others the lines have almost worn away.

In an effort to depict the serious nature of the problem with Stop sign and Stop line placement, my staff took the enclosed photographs of both sides of each intersection facing both directions. Each picture shows what the driver sees when the automobile stops at either the Stop sign or the Stop line, whichever is closest to the intersection. Prior to the pictures of each intersection is a scaled (10':1") diagram depicting the placement of the Stop signs and Stop lines.

The first pictures show what typically happens when a pedestrian and a vehicle pass each other.

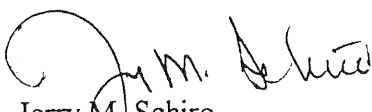
Chevy Chase Village would like to enter the twenty-first century with safer conditions on Brookville Road, and I am requesting your assistance and support. Considering the volume of traffic and the absence of sidewalks on this narrow residential street, we would like to have 4-way Stop signs installed at each intersection.

In addition to 4-way Stop signs, we are requesting that your engineering staff review the location of Stop lines and Stop signs at each intersection along Brookville Road in Chevy Chase Village. In an effort to expedite this process, my Public Works Director will be available to work with your staff. Further, we are willing to move any Stop signs or Stop lines that need to be moved, and we can install missing Stop lines at the sites designated by your staff.

We would like further to consult with your office regarding placement of "Stop Ahead" signs or notices painted on the street surface, as well as the use of rumble strips or other devices to alert motorists of the uniquely dangerous circumstances associated with this road.

Thank you in advance for your assistance. I look forward to working with you and your staff to increase the safety of motorists and pedestrians, and would like to thank you, in advance, for your assistance.

Sincerely,



Jerry M. Schiro  
Village Manager

cc: Senator VanHollen  
Mr. Trimble



**Maryland Department of Transportation**  
**State Highway Administration**

Parris N. Glendening  
Governor

John D. Porcari  
Secretary

Parker F. Williams  
Administrator

Office of District Engineer  
State Highway Administration  
9300 Kenilworth Avenue  
Greenbelt, Maryland 20770

March 13, 2000

Mr. Jerry M. Schiro, Village Manager  
Chevy Chase Village  
5906 Connecticut Avenue  
Chevy Chase MD 20815

Re: MD 186 (Brookville Road)  
Various Intersections  
Montgomery County

Dear Mr. Schiro:

This is in further response to your letter regarding the implementation and locations of various traffic control devices along MD 186. The State Highway Administration (SHA) appreciates your interest and shares your concern for roadway safety.

My traffic engineering staff has completed its review and we have concluded that we will not be implementing additional four way stops along MD 186 as a traffic calming measure. However, we are looking into installing median channelization islands at MD 186 and Leland Rd. for the specific purpose of calming traffic and providing safer movements through this intersection. However, prior approval is needed from the Section Five community before we proceed in installing these islands.

We have also looked at the placement of existing crosswalks, stop lines, and stop ahead signs of all the intersections you mentioned along MD 186 and we agree that some of these traffic control devices are either misplaced or are faded and need to be replaced. As a result, we will be sending a work order to our Maintenance Shop to modify the locations of these traffic control devices. It should be noted, that many of the existing stop lines on the approaches from the side streets were installed in their present positions to address the narrowness of the side streets and the tightness of the turning radii for large vehicles that turn into the side streets. The stop line is used as a reference point for vehicles to stop. However, motorists are permitted to move beyond the stop line to better see vehicles traveling along MD 186 before completing a turn.

My telephone number is 1-800-749-0737

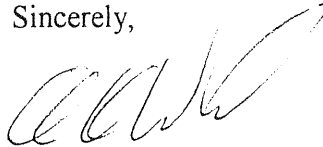
Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Jerry Schiro  
March 13, 2000  
Page Two

Thank you for your letter. If you have any questions, please feel free to contact me Mr. Peter Campanides of my traffic engineering staff, at 301-513-7300 or 1-800-749-0737.

Sincerely,

A handwritten signature in black ink, appearing to read 'C. Watkins', with a large, sweeping flourish at the end.

Charlie K. Watkins  
District Engineer

CKW:PC:smw

cc: Mr. Majid Shakib, Assistant District Engineer for Traffic, State Highway Administration

CHEVY CHASE VILLAGE

5906 CONNECTICUT AVENUE

CHEVY CHASE, MD 20815

Telephone (301) 654-7300

ccv@montgomerycountymd.gov

January 22, 2004

GEOFFREY B. BIDDLE

*Village Manager*

DAVID R. PODOLSKY

*Legal Counsel*

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Mr. Charlie K. Watkins  
District Engineer  
Maryland State Highway Administration  
9300 Kenilworth Avenue  
Greenbelt, MD 20770

Dear Mr. Watkins:

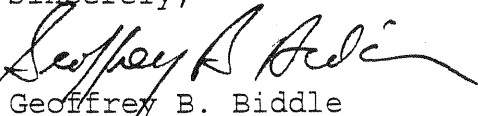
On behalf of Chevy Chase Village, I request that the Maryland State Highway Administration work with our municipality to design and execute a comprehensive roadway improvement project focused on pedestrian safety, traffic calming, and storm water drainage along the length of Brookville Road (MD 186) within our municipality.

The roadway in this area has virtually no provision for pedestrian traffic, let alone bicycles; passenger and truck traffic routinely exceeds the posted speed limit; sight lines for entering vehicles are problematic and storm water must drain to abutting private property during weather events.

Before the end of 2003, I spoke with Mr. Darrell Mobley about the need for increased pedestrian safety. That conversation resulted in a field meeting with Mr. Dennis Ingram to assess the roadway as a potential project. This letter addressed to you is the next step.

I would welcome the opportunity to repeat the walking tour with any other representative you might suggest and hope we may work together on implementing long-term improvements for the sake of all who use the roadway.

Sincerely,



Geoffrey B. Biddle

cc: Mr. Darrell Mobley  
Mr. Dennis Ingram

Robert L. Ehrlich, Jr., *Governor*  
Michael S. Steele, *Lt. Governor*



Robert L. Flanagan, *Secretary*  
Neil J. Pedersen, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

February 10, 2004

Mr. Geoffrey B. Biddle, Village Manager  
Chevy Chase Village  
5906 Connecticut Avenue  
Chevy Chase MD 20815

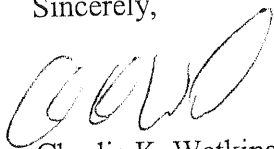
Dear Mr. Biddle:

Thank you for your recent letter requesting the design and construction of a comprehensive roadway project focused on pedestrian safety, traffic calming, and storm water drainage improvements along MD 186 (Brookville Road) between Bradley Lane and Western Avenue. The State Highway Administration (SHA) appreciates your support of pedestrian safety and roadway improvements along MD 186.

The type of work that you are requesting would generally be addressed by a Neighborhood Conservation Program (NCP) project. The NCP Program provides traffic calming, pedestrian, safety and aesthetic improvements, and other street enhancements that support community revitalization. However, the NCP is on hold indefinitely due to Maryland's current financial situation. In addition, the NCP is not accepting any new projects for the foreseeable future. Therefore, we are unable to accommodate your request at this time. However, once the NCP is reactivated we will consider your request at that time.

Thank you again for your letter. If you have any further questions, please feel free to contact me or Mr. Darrell Mobley, ADE for Project Development at 301-513-7346.

Sincerely,



Charlie K. Watkins  
District Engineer

CKW:DM:di

cc: Mr. Edward Beeghly, Chief Project Support, State Highway Administration  
Mr. Darrell Mobley, ADE Project Development, State Highway Administration  
Mr. Dennis Ingram, Project Support Team, State Highway Administration

Our toll-free number is: 1.800.749.0737

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 9300 Kenilworth Avenue • Greenbelt, Maryland 20770 • Phone: 301.513.7300 • [www.marylandroads.com](http://www.marylandroads.com)

CHEVY CHASE VILLAGE  
5906 CONNECTICUT AVENUE  
CHEVY CHASE, MD 20815  
Telephone (301) 654-7300  
ccv@montgomerycountymd.gov

GEOFFREY B. BIDDLE  
*Village Manager*  
DAVID R. PODOLSKY  
*Legal Counsel*

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DOUGLAS B. KAMEROW  
*Board Member*  
DAVID L. WINSTEAD  
*Board Member*

April 23, 2004

Mr. Charlie K. Watkins  
District Engineer  
Maryland State Highway Administration  
9300 Kenilworth Avenue  
Greenbelt, MD 20770

Dear Mr. Watkins:

On behalf of Chevy Chase Village, I write to ask the Maryland State Highway Administration for assistance in the design and execution of a comprehensive roadway improvement project focused on pedestrian safety, traffic calming, and storm water drainage along the length of Brookville Road (MD 186) within our municipality.

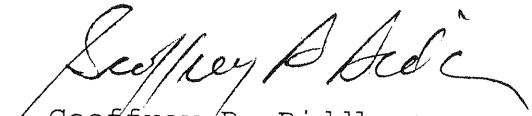
Before the end of 2003, I spoke with Mr. Darrell Mobley about the need for increased pedestrian safety. That conversation resulted in a field meeting with Mr. Dennis Ingram to assess the roadway as a potential project. Unfortunately, it was at about that time funding for the Neighborhood Conservation Program was curtailed and our hoped for project was set aside.

I learned recently that the Neighborhood Conservation Program's mission and funding is now revitalized within the Priority Places Program. Please consider this request for comprehensive assistance favorably. Improved pedestrian safety, traffic calming and drainage are a priority for both my own residents and all those who use this thoroughfare.

The roadway in this area has virtually no provision for pedestrian traffic, let alone bicycles; passenger and truck traffic routinely exceeds the posted speed limit; sight lines for entering vehicles are problematic and storm water must drain to abutting private property during weather events.

I would welcome the opportunity to repeat the walking tour with any other representative you might suggest and hope we may work together on implementing long-term improvements for the sake of all who use the roadway.

Sincerely,

A handwritten signature in cursive script, appearing to read "Geoffrey B. Biddle". The signature is written in dark ink and is positioned above the printed name.

Geoffrey B. Biddle  
Manager, Chevy Chase Village

cc: Mr. Dennis German, SHA





Robert L. Ehrlich, Jr., *Governor*  
Michael S. Steele, *Lt. Governor*

State Highway  
Administration

Robert L. Flanagan, *Secretary*  
Neil J. Pedersen, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

May 7, 2004

Mr. Geoffrey B. Biddle, Village Manager  
Chevy Chase Village  
5906 Connecticut Avenue  
Chevy Chase MD 20815

Dear Mr. Biddle:

Thank you for your recent letter requesting the design and construction of a comprehensive roadway project focused on pedestrian safety, traffic calming, and storm water drainage improvements along MD 186 (Brookville Road) within Chevy Chase Village. The State Highway Administration (SHA) appreciates your support of pedestrian safety and roadway improvements along MD 186.

The types of improvements that you are requesting are addressed under the newly activated Priority Places Program through the provisions of the Community Safety and Enhancement Program (CSEP). All new project requests must first be evaluated by SHA Community Design Division to determine if they meet the criteria for a CSEP project. Therefore, I will forward your request to Mr. Dennis German, Chief of the Community Design Division, to review and determine if the existing roadway and traffic conditions meets the criteria for a CSEP project. I will notify you of the outcome of Mr. German's review.

Thank you again for your letter. If you have any further questions, please feel free to contact me or Mr. Darrell Mobley, ADE for Project Development at 301-513-7346.

Sincerely,

Charlie K. Watkins  
District Engineer

410-545-8819

8900

CKW:DM:di

cc: Mr. Dennis German, Chief Community Design, State Highway Administration  
Mr. Edward Beeghly, Chief Engineering Systems Team, State Highway Administration  
Mr. Darrell Mobley, ADE Project Development, State Highway Administration

Our toll-free number is: 1.800.749.0737

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## **Brookville Rd. Walkway**

A parting comment from retiring Board member Sam Lawrence.

Before leaving the Board, I would like to report on modest efforts in which Geoff Biddle and I have been engaged to explore possible approaches to improving the pedestrian environment on Brookville Rd.

I think in part because Brookville Rd. is something of a barrier - or at least uninviting for pedestrians, we on the east side have fewer walkers than I see west of Connecticut Ave. This is something I personally regret, as I think that a nice walk-about is a neighborly thing as well as a pleasant mode of exercise. Additionally, there are a few persons, mostly day workers from Chevy Chase Circle, for whom a walk up into the East side is a practical necessity. On weekends, when traffic is significantly less, we see a few people walking dogs or walking down to Blessed Sacrament. I see no children, however, now using Brookville Rd. to walk to school.

A few years ago, when the Brookville sidewalk question was before the Board, my neighbors and I suggested that possibly, were it possible to shift the centerline a foot or two to the west, there would be an opportunity to establish some sort of walkway on the east side of the road. Geoff Biddle has commendably picked up this idea and initiated discussion of it with his counterparts in the State Highway Administration regional office. Although noncommittal, the SHA staff indicated that there might be an opportunity to effect such a realignment when Brookville Rd. was next resurfaced. This is not now on the SHA schedule but could occur within the next 5-10 years.

Geoff and I consequently spent a morning walking and carefully measuring the apparent width of the Brookville Right of Way. We caution that we do not know exactly what we mean by that phrase inasmuch as an official ROW has so far as we can see never been surveyed or deeded to the state. It appears that the original Chevy Chase Village plat provided for a 30' ROW that angled out from Western Ave. but that the surveys for the individual parcels sold to homeowners may not have exactly conformed to the alignment anticipated on the overall plat. Furthermore, the platted ROW did not curve (as Brookville Road now does) but was angled toward the east a few yards north of the Melrose intersection with the result that the Korengold parcel now extends several feet into the pavement at this location.

Lacking precise survey data, we used fence and hedgelines as the base for our measurements. Where hedges seemed overgrown or intrusive to the ROW, we assumed pruning to "open the road" to the maximum possible extent consistent with maintaining existing plantings. On this basis, we concluded that there was at least 26 feet to work with along the entire length of Brookville and that in roughly 90% of the alignment, there was 27 ft., and 28' or more on 65-70% of the roadway.

The minimum width for a state highway lane is 11', although 12' is the preferred width. A standard passenger car is 6' wide; most SUVs are 7', but school buses and medium size trucks such as the Unity Disposal vehicles are roughly 8.5-9' in width. For two trucks to pass one another on a 22' highway is a real squeeze. Even two cars passing pretty well fill the roadway

and walking in such a situation, even when there are 4-5 feet of pedestrian space to the side of the highway, creates an unsettling feeling for both the driver and pedestrian.

A major challenge to the design of any sort of walkway in this circumstance is to create a practical mode for separating "highway" from "pedestrian space." In our judgment a normal 4" curb does not effectively meet this need - both because such a curb is no real barrier to an out-of-control vehicle and because on rainy days a continuous curb would cause puddling which would drench any pedestrian when cars passed by. Also curbs are not particularly visible at night which is the most hazardous time for pedestrians. So a better alternative would probably be some sort of surface reflectors or reflective pylons, spaced every few feet within the painted stripe that demarks the outer edge of the paved area. This approach would also be consistent with maintaining a permeable and natural appearing walkway - perhaps composed of gravel, wood chips, or noncontinuous paving stones - to help preserve the present rural atmosphere which the residents along Brookville highly value. But even with this solution, there remain complications: how to install necessary signage, possible utility pole relocations, and the likely need to remove several mature trees opposite the Korengolds.

Such an approach to providing an improved walkway along Brookville Rd. would likely be viewed skeptically by state officials. Indeed, Geoff and I also question that such an installation should be attempted. The intention would, of course, be to make walking along Brookville more inviting. But would we simply be inviting walkers into a hazardous situation? With no planting strip, there is no spatial separation between highway and walkway. And with a walkway only on one side of the road, many of the pedestrians would necessarily be walking with their backs to the overtaking traffic.

But we do not see an alternative. The "state standard" sidewalk will continue we believe to be unacceptable to those with properties adjoining Brookville and in my judgment would seriously compromise the ambience of this section of the Village. It would also be several times more expensive than the alternative suggested above yet, again in my judgement, would not create a material increment of safety.

So perhaps the best alternative is simply to leave things pretty much the way they now are, limiting enhancements to some very modest improvements in those blocks along Brookville where space is more generously available. Although we would enjoy a safer and more amiable pedestrian environment along Brookville's entire length, we have made our respective accommodations to the status quo. And with the improvements planned for Connecticut Ave., walking over to and down Connecticut will become a more practical, inviting alternative.

**Biddle, Geoff**

---

**From:** Biddle, Geoff  
**Sent:** Tuesday, June 14, 2005 1:57 PM  
**To:** 'dmobley@sha.state.md.us'; 'dgerman@sha.state.md.us'  
**Cc:** David Winstead (dlwinstead@comcast.net); 'eanderson@sha.state.md.us'  
**Subject:** Request for support at community meeting re- Brookville Road (MD186) September 12, 2005

Mr. Mobley,  
Mr. German,

This email follows phone conversations earlier today with Mr. German and Ms. Anderson in Mr. Mobley's office. Background in those conversations spoke to long-standing concern among our Chevy Chase Village residents for pedestrian safety on Brookville Road and a current effort lead by Mr. Winstead to organize a meeting between our residents and State Highway representatives. I understand both of you have spoken recently with Mr. Winstead about such a meeting and I appreciate your willingness to help.

The preferred date and time is Monday, September 12 at 7:30 p.m. in the Chevy Chase Village Hall at 5906 Connecticut Avenue. Specific agenda items can be developed through the summer months but confirming your availability is key. The meeting will coincide with the regular monthly meeting of the Chevy Chase Village Board of Managers and provide our elected officials first hand information as well.

Please let me know if you are able to join us that evening and I will begin to work the details.

Thank you, Geoff Biddle  
Manager, Chevy Chase Village

8/19/2005